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VOL. XXIII. JULY 5, 1920 No. 857

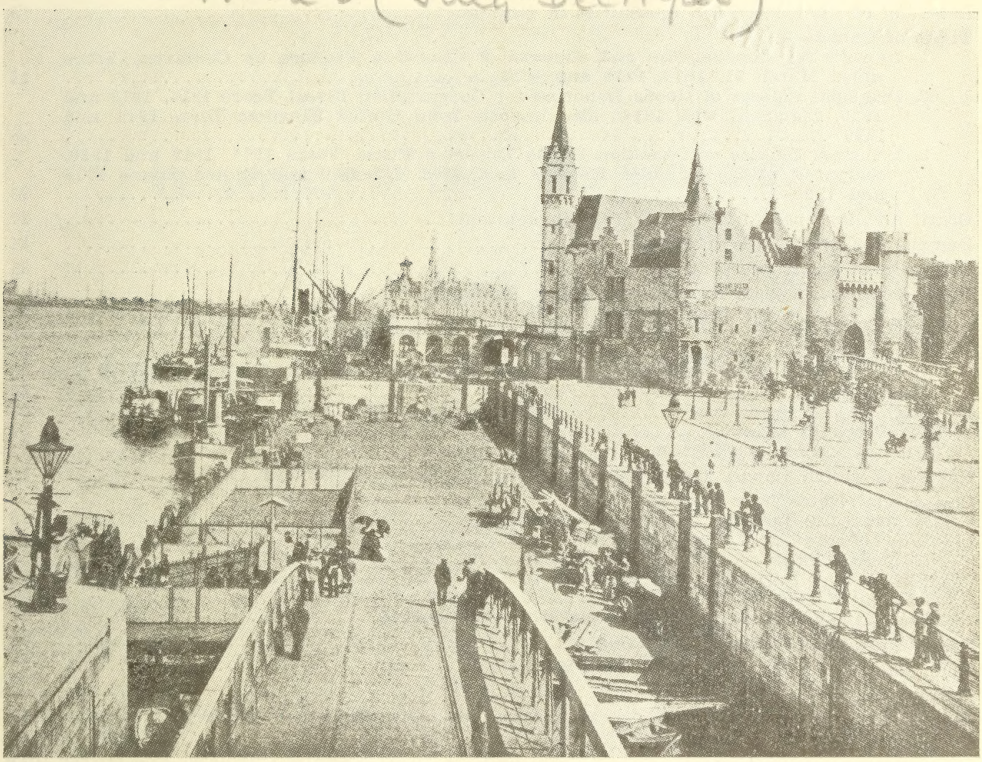
WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA

Vol. 23 (July-Dec. 1920)



View of Water Front at Antwerp. (*See* page 45.)

391386
19.441

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(*Minister of Trade and Commerce.*)

OTTAWA
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PUBLISHED BY THE

DEPARTMENT OF TRADE AND COMMERCE

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa. - Monday, July 5, 1920. No. 857.

CANADIAN SEED PRICES IN ENGLAND.

The following cablegram has been received from Mr. Harrison Watson, Chief United Kingdom Trade Commissioner, London:—

" Seed values ex-warehouse London, England, choice quality based on No. 2 Canadian grades, London funds, per 112 pounds, red clover, 220 to 240 shillings; alsike, 250 to 280 shillings; timothy, 95 to 102 shillings."

Reduced to dollars and cents, value of red clover in London would be 47·1 cents to 51·4 cents per pound; of alsike, 53·6 cents to 60 cents per pound; of timothy, 20·4 cents to 21·8 cents per pound.

ITALY'S TRADE FOR 1919.

PART I.

TRADE COMMISSIONER W. McL. CLARKE.

Milan, May 19, 1920.—Italy's foreign trade for the year 1919, the provisional figures of which have just been published by the Ministry of Finance, continues to show a very large unfavourable trade balance which, when the definite statistics are made known, will undoubtedly be considerably higher than in 1918. The provisional figures now to hand indicate that, apart from precious metals, Italy's total imports for 1919 amounted to 16,552,800,000 lire and her total exports to 5,189,500,000 lire, or an unfavourable trade balance of 11,333,300,000 lire as compared with the definitely known unfavourable balance of 12,694,600,000 lire in 1918. As, however, prices of most commodities showed no downward tendency in 1919, but were even inclined to mount higher, the adverse trade balance now provisionally registered for 1919 will in all probability be definitely recorded at between 13 and 14 milliards of lire.

The reasons for this pronounced commercial inequilibrium are not hard to find. In the first place, the year 1919 witnessed the no easy task of a nation demobilizing and passing from a state of war to a state of peace. Many of the native industries, moreover, could only obtain their necessary raw material with much difficulty, and sometimes none at all, and even when goods were finished in the factories the needs of the home market, deplenished through the war, were so great that exportation was greatly restricted. Shorter hours of work in many cases and not a few labour disputes also tend to hamper production and to prevent a larger exportation which otherwise was impossible.

Notwithstanding these adverse circumstances to which a trade balance cannot be impervious, there is noticeable a gradual gaining in exports during the latter part of the year. If, for example, we analyze the monthly trade returns, we find that the exports for January, 1919, amounted to 225,600,000 lire, as against 771,400,000 lire in December, 1919. Comparing these exports with those of January, 1918, viz. 300,900,000 lire, and with those of December, 1918, viz. 245,000,000 lire, we find that the percentage of increase is well over 200 per cent for the month of December, 1919.

As regards imports, the tendency was upward throughout the year and considerably higher in value than those of 1918, the month of December, 1919, alone registering an increase of 526,000,000 lire over the corresponding month of 1919.

Monthly Trade Returns, 1919 and 1918.

There is given hereunder the monthly trade returns for the years 1919 and 1918, together with corresponding differences:—

Months.	Imports. 1919.	Imports. 1918.	Difference. (Millions of Lire.)	Exports. 1919.	Exports. 1918.	Difference.
January	1,062	831	+ 231	225	300	— 75
February	1,309	1,162	+ 146	260	310	— 50
March	1,541	1,229	+ 311	305	277	+ 27
April	1,570	1,147	+ 422	303	236	+ 66
May	1,280	1,361	— 80	293	346	— 52
June	2,077	2,174	— 96	406	459	— 52
July	1,113	1,265	— 151	368	210	+ 158
August	1,118	1,412	— 293	466	321	+ 144
September	1,257	1,500	— 242	555	229	+ 325
October	1,225	1,071	+ 154	636	227	+ 408
November	1,249	1,185	+ 64	594	178	+ 415
December	1,709	1,696	+ 12	771	245	+ 586
Totals (precious metals not included)	16,516	16,038	+ 477	5,188	3,344	+1,843

Italy's Trade, 1913-19.

The statistics which follow indicate Italy's total import and export trade (including precious metals) for the seven-year period 1913-19, from which it is evident that the trade balance keeps continually and to an increasing extent on the wrong side of the state's commercial ledger, although the percentage which exports bear to imports for the year 1919 is higher by 106 per cent than for the preceding year even if 5·4 per cent lower than in 1916, 22·4 per cent lower than in 1915, 44·2 per cent lower than in 1914, and 37·5 per cent lower than in 1913.

	Imports.	Exports.	Surplus of Imports on Exports. (Millions of lire.)	Export Percentages.
1919	16,552.8	5,189.5	11,333.3	31.4
1918	16,039.3	3,344.7	12,694.6	20.8
1917	13,991.2	3,308.5	10,682.7	23.6
1916	8,390.2	3,088.2	5,302.0	36.8
1915	4,703.5	2,533.4	2,170.1	53.8
1914	2,923.3	2,210.4	712.9	75.6
1913	3,645.6	2,511.6	1,134.0	68.9

Trade According to Percentages.

The following percentage analysis based on the four principal categories into which the official trade returns divide the commercial statistics illustrate more clearly Italy's imports and exports during the last pre-war year, the war year, and 1919:—

Import Percentages.

	1913.	1915.	1916.	1917.	1918.	1919.
Unmanufactured raw material	38	44	37	29	25	34
Semi-manufactured raw material	19	18	17	25	26	19
Manufactured products	23	12	21	22	17	15
Foodstuffs and live stock	20	26	25	24	32	32

Export Percentages.

	1913.	1915.	1916.	1917.	1918.	1919.
Unmanufactured raw material	14	9	10	10	15	14
Semi-manufactured raw material	24	27	25	30	28	34
Manufactured products	32	41	46	42	37	38
Foodstuffs and live stock	30	23	18	18	20	14

Trade According to General Categories.

The resumé appended gives the value of Italy's imports and exports of raw material, semi-manufactured material, manufactured products, foodstuffs and live animals for the year 1913 and the year 1919, the figures for the last year being provisional:—

	Imports.		Exports.	
	1913.	1919.	1913.	1919.
Raw material	1,386	5,598	360	712
Semi-manufactured material	705	3,076	591	1,742
Manufactured products	851	2,522	708	1,985
Foodstuffs and live animals	703	5,318	762	746

Trade According to Particular Categories.

There is tabulated below the imports and exports into Italy for the seven year period 1913-19 according to the particular categories into which the official trade returns are divided:—

	Imports. Lire.	Exports. Lire.
Spirits, Beverages and Oils—		
1919	735,477,087	256,253,520
1918	763,475,219	489,260,344
1917	499,668,504	189,158,048
1916	313,075,144	121,410,674
1915	163,331,497	159,111,981
1914	125,163,887	134,347,074
1913	114,446,050	161,174,919
Colonial Products, Drugs and Tobacco—		
1919	688,059,547	25,190,086
1918	496,096,142	13,179,803
1917	343,778,798	18,035,734
1916	247,072,271	20,355,401
1915	127,099,010	43,973,937
1914	97,336,361	25,858,592
1913	111,267,816	19,623,482
Chemical Products, Resins and Perfumes—		
1919	604,219,400	232,330,551
1918	1,485,806,108	145,398,119
1917	1,350,443,309	238,471,295
1916	590,801,269	212,609,216
1915	219,392,361	132,603,409
1914	115,398,547	89,857,870
1913	147,165,040	78,377,612
Colours and Tanning Extracts—		
1919	137,422,573	20,786,726
1918	473,593,800	16,173,697
1917	213,067,917	15,128,899
1916	121,025,161	11,194,628
1915	49,735,700	9,017,478
1914	34,692,387	7,744,878
1913	36,024,041	8,159,300
Hemp, Flax, Jute, and other Vegetable Fibre—		
1919	208,316,515	452,963,460
1918	156,855,290	367,635,065
1917	143,271,490	298,429,035
1916	107,892,786	200,904,506
1915	71,975,479	124,204,547
1914	48,220,155	118,196,791
1913	69,870,250	109,206,402
Cotton—		
1919	1,964,463,424	1,154,166,930
1918	1,591,020,990	455,656,590
1917	1,332,283,590	575,878,150
1916	723,581,215	503,723,506
1915	486,839,989	393,099,704
1914	369,295,483	208,577,275
1913	389,422,289	256,397,790

Trade According to Particular Categories.—*Continued.*

	Imports. Lire.	Exports. Lire.
Wool, and Horse Hair—		
1919	636,180,100	171,184,600
1918	780,299,620	7,876,440
1917	602,570,650	82,169,650
1916	708,410,105	145,771,945
1915	311,784,545	124,029,660
1914	155,500,947	48,897,270
1913	202,370,163	56,871,060
Silk—		
1919	307,470,197	1,256,313,466
1918	190,146,131	859,100,344
1917	181,261,250	830,537,327
1916	161,869,888	799,683,628
1915	108,980,521	532,896,388
1914	140,624,367	433,238,823
1913	222,560,377	529,971,524
Lumber and Straw—		
1919	168,323,512	93,117,950
1918	93,060,844	58,991,135
1917	116,279,318	40,460,028
1916	88,788,818	49,009,726
1915	53,162,656	52,330,904
1914	149,857,841	47,561,542
1913	172,542,662	67,023,850
Paper and Books—		
1919	161,358,230	47,282,860
1918	90,445,630	37,206,080
1917	91,202,525	42,104,185
1916	83,209,795	45,158,103
1915	55,710,906	32,306,003
1914	45,101,385	16,274,330
1913	48,037,076	22,898,069
Skins—		
1919	859,648,768	201,891,488
1918	636,548,520	49,016,698
1917	356,364,087	36,776,266
1916	377,321,296	39,647,020
1915	258,886,040	38,994,757
1914	133,599,690	64,629,377
1913	151,824,830	85,814,985
Minerals, Metals and Manufactures of—		
1919	2,624,032,846	149,863,470
1918	2,795,056,040	130,283,715
1917	3,467,394,072	195,660,650
1916	1,283,539,267	111,751,564
1915	561,381,046	115,346,225
1914	458,151,635	74,914,518
1913	578,047,617	105,842,611
Vehicles—		
1919	193,733,280	46,879,798
1918	32,793,565	52,322,348
1917	53,508,259	144,277,152
1916	11,843,851	87,327,479
1915	11,898,999	67,994,352
1914	27,647,504	52,659,980
1913	48,800,102	43,352,717
Stones, Earths, Pottery, Glass and Crystals—		
1919	1,781,047,348	181,815,640
1918	1,572,079,776	153,018,455
1917	1,061,000,870	110,500,351
1916	1,512,203,308	136,959,555
1915	748,791,494	87,722,986
1914	416,466,960	81,567,788
1913	475,590,374	108,652,327
India-rubber, Gutta-percha and Manufactures of—		
1919	157,807,585	60,801,000
1918	104,615,495	23,574,900
1917	90,797,620	33,896,050
1916	83,815,612	46,944,993
1915	70,977,375	87,949,110
1914	47,783,006	58,178,805
1913	59,809,412	51,094,028

Trade According to Particular Categories.—*Continued.*

	Imports. Lire.	Exports. Lire.
Cereals, Flour, Macaroni and Vegetable Products—		
1919	3,206,214,680	649,005,152
1918	3,165,649,510	320,947,618
1917	3,410,608,881	301,819,636
1916	1,418,461,037	330,365,816
1915	1,131,370,183	312,494,826
1914	349,158,332	458,183,350
1913	568,943,891	473,306,671
Animals, their Products and Offal—		
1919	2,019,137,847	89,483,044
1918	1,572,174,083	77,827,212
1917	638,257,780	66,534,455
1916	521,884,509	149,839,529
1915	245,991,239	163,557,514
1914	165,757,233	225,466,284
1913	189,867,002	246,451,234
Sundry Objects—		
1919	63,738,421	99,294,063
1918	38,959,148	86,238,156
1917	38,450,581	88,678,324
1916	35,480,756	75,672,482
1915	26,241,276	55,809,966
1914	43,591,833	64,249,652
1913	59,049,983	87,419,956
Precious Metals—		
1919	6,217,752	928,336
1918	705,366	31,642
1917	387,300	432,000
1916	599,450	1,537,450
1915	17,361,100	3,257,200
1914	26,980,400	19,923,300
1913	21,014,400	80,287,200

Principal Imports.

The following list of commodities constitutes the principal Italian imports for the year 1919, the imports of each being valued at over 20,000,000 lire:—

Article.	Quantity. Metric tons.
Raw Material—	
Mineral oil residuum	64,427
Tobacco (in leaves)	28,618
Gums and resins	18,391
Raw jute	23,761
Hemp, flax and other vegetable fibres (raw), (excluding cotton)	179,010
Wool unscoured and washed, wool waste	34,496
Cocoons	1,102
Lumber, barrel staves	26,869
Hides	42,384
Scrap iron, pig-iron and steel	96,246
Stones, earths, chalks, cements and minerals (not metallic), n.o.s.	596,276
Fossil coal	6,226,451
India-rubber (raw), scrap india-rubber	12,036
Oats	174,851
Oil seeds	30,461
Vegetable ivory	12,029
Semi-manufactured Material—	
Fixed oils for industrial purposes	24,511
Mineral oils and resins (excluding petroleum)	214,082
Acids	16,882
Paraffin and wax	19,516
Other chemical products	19,807
Colours, colouring extracts and varnishes	5,493
Hemp, flax and jute yarns	1,102
Silk, treated	1,108
Wood-pulp	39,579
Prepared hides and skins	2,708
Cast-iron ingots	216,737
Iron and steel bars and wire	189,161
Sheet iron and steel	95,379

PRINCIPAL IMPORTS.—*Concluded.*

Article.	Quantity. Metric tons.
Semi-manufactured Material—Con.	
Sheets, iron and steel (galvanized, tinned, etc.)	22,057
Brass, copper and bronze ingots, bars, sheets and wire	76,782
Lead and its alloys, antimony in ingots and sheets	18,919
Tin and its alloys in ingots and sheets	2,863
Zinc ingots, sheets and plates	19,278
Metals and metal alloys, n.o.s. (raw) in bars, sheets and wire	8,723
Fecula	10,692
Fats (excluding pig fat)	21,372
Manufactured Products—	
Petroleum	94,112
Manufactured tobacco	20,934
Explosives, cartridges and caps	8,251
Flax, hemp and jute tissues and other manufactures thereof	5,254
Cotton tissues and manufactures thereof	4,047
Wool tissues and manufactures thereof	4,006
Textiles and other manufactures of silk	38,901
Boots and shoes (pairs)	1,252,968
Rolling stock	46,618
Iron and steel tubes	7,488
Forged iron and steel	18,928
Manufactured iron and steel	79,856
Utensils and other instruments for art and labour	3,763
Manufactures of copper, brass and bronze	2,644
Machines and their parts	67,396
Scientific instruments, electrical apparatus and material	1,982
Incandescent electric lamps (cent.)	95,346
Watches, clocks, etc. No.	1,426,706
Railway carriages	55,249
Prepared coal for electro-technics	10,621
Manufactures of india-rubber and gutta-percha	2,357
Haberdashery	13,261
Foodstuffs and Live Animals—	
Coffee	36,471
Sugar	79,480
Wheat	2,104,777
Rye and other cereals	238,410
Flours and wheat meal	395,278
Meats, poultry, etc.	206,546
Fish and caviar	86,997
Milk, cream and condensed milk	12,785

Principal Exports for 1919.

The following list of commodities constitutes the principal Italian exports for the year 1919, the exports of each being valued at 20,000,000 lire:—

Article.	Quantity. Metric tons.
Raw Material—	
Raw hemp	38,085
Other vegetable fibres (raw), (excluding cotton)	12,773
Uncarded cotton and cotton waste	5,734
Silk waste (raw)	2,455
Raw hides	2,834
Zinc ore	5,787
Sulphur	53,866
Fossil and coke coal	83,657
Fresh flowers	2,109
Non-oleaginous seeds	13,907
Fresh plants and other vegetable products, n.o.s.	34,288
Semi-manufactured Material—	
Olive oil	7,468
Essential oils and essences	11,207
Acids	17,026
Citrate of calcium	3,458
Casein	8,238
Hemp, flax, jute and other vegetable fibres (excluding cotton) carded	3,104
Hemp, flax and jute yarns	5,488
Cotton yarns	17,364
Woollen yarns	279
Silk, treated (raw)	4,871
Silk waste carded and silk yarns	902
Prepared hides	7,009
Refined sulphur	66,591

PRINCIPAL EXPORTS FOR 1919.—*Concluded.*

Article.	Metric tons. Quantity.
Manufactured Products—	
Soap	5,304
Stearine and paraffin candles	2,128
Cotton textiles and manufactures thereof	46,695
Woollen textiles and other manufactures thereof	2,333
Silk textiles and other manufactures thereof	18,565
Paper	10,508
Kid gloves (hundred pairs)	40,501
Manufactures of iron and steel	3,155
Machines and their parts	5,217
Scientific instruments and electrical apparatus	472
Motor lorries ..No.	1,409
Automobiles "	1,144
Manufactured marble and alabaster	84,271
India-rubber and gutta-percha products	3,062
Coral products	151
Haberdashery	8,623
Electric cables, etc	1,018
Hats ..No.	7,707,032
Foodstuffs and Live Animals—	
Wine and vermouth ..hectolitres.	726,251
Dried vegetables	21,710
Wheat flour	13,332
Fresh vegetables	20,834
Fresh grapes	210,303
Dried fruit	47,025
Prepared fruit, vegetables and herbs	10,734
Mushrooms and truffles	31,406
Meat, poultry and game	2,140

[The second and concluding part of this article will be published in the next number of the *Weekly Bulletin.*]

CROP PROSPECTS IN THE UNITED KINGDOM.

Chief United Kingdom Trade Commissioner Harrison Watson.

London, June 14, 1920.—The monthly report of the Ministry of Agriculture dated June 1 states that May was a favourable month for the farmer in most parts of the country, so that sowing and planting could be proceeded with and the large arrears at the beginning of the month substantially reduced, although work is still backward on the whole.

Crops generally have done fairly well. *Wheat* has improved considerably, more especially as regards colour, although on heavy wet land it is still not looking very well. *Barley* and *oats* are as a rule satisfactory plants, although some damage by wireworm is reported, and the cold weather adversely affected earlier sown crops. The area under barley appears to have increased, but under oats to have declined, especially in the north and in Wales. *Beans* promise well, and *peas* are also satisfactory. *Potatoes* are backward, and some still remain to be planted. Where up, the main crop is regular, and appears strong. The area seems to be much the same as last year. It is still too early to speak definitely about *roots,* which are sown late.

Hops, though checked by the cold weather early in May, have grown quickly under the warmer conditions prevailing later in the month. It is estimated that the area has been increased.

While all kinds of *small fruits* promised about average crops, *orchard fruits* suffered severely from frosts and cold winds and have also been attacked by blight, so that the yields of apples, pears, plums and cherries will be very light.

The area intended for *hay* was estimated at very slightly in excess of last year, but the prospects were for better crops, it being computed that the yield of seeds hay should be 2 per cent, and meadow hay about 4 per cent above the average.

Since the report was written, haymaking has commenced in many districts, and so far the favourable forecast is being confirmed by results, the outlook being for fair crops of good quality, with heavy yields in some places, unless the fine weather of the past fortnight breaks and damage is sustained from rain.

It is estimated that there is a sufficient supply of labour in most districts, although skilled men are in demand. There is very little unemployment among agricultural labourers.

COMMERCIAL NOTES FROM MANCHESTER.

TRADE COMMISSIONER J. E. RAY.

Packing Toys.

Manchester, June 8.—Care should be taken in packing toys for shipment overseas. Complaints have been received that quite a number of dolls from Canada have reached the United Kingdom with cracked faces.

As regards toys in general success in the markets of the United Kingdom will depend upon the exercise of the greatest care both in construction and packing.

Competition with British manufacturers is becoming keener, so that no effort should be spared to construct toys so perfectly, that they may command preference on their merits.

It is understood that a Manchester firm is now manufacturing and offering metal spinning tops at 7s. per dozen delivered, a price slightly under the quotations of Canadian manufacturers.

New Type of Water-gauge.

It is reported that a new water-gauge has been patented by Cammell-Laird & Co., Ltd., which will supersede the easily broken glass gauge. The patent gauge consists of a brass tube drilled at intervals with 1/32-inch holes. To test the water level, the gauge cocks are opened to put the tube in connection with the steam and water spaces. The water issuing from the holes below water-level turns instantaneously into steam and forms large jets of white vapour; whereas the steam jets above water-level are narrow and almost invisible.

Condition of the Cotton Trade.

Although the cotton industry is passing through a comparatively quiet period at the present time, the cotton magnates are optimistic regarding an early revival. According to the *Lancashire Cotton Spinners' and Manufacturers' Directory*, there was an appreciable expansion of the spinning and weaving power of the cotton industry last year, the increases being approximately 900,000 spindles and over 7,000 looms. On the other hand, the exports of textile machinery, to the United States and India especially, show a reduction of about 20 per cent during the first four months of this year, compared with the corresponding period of 1919.

Features of the Timber Trade.

Under the above heading the following notes appear in the current issue of the *British Trade Review*:—

"The market for the past month in imported goods, especially soft woods, has been very quiet; so much so, in fact, that we have the usual number of pessimists crying that the often-prophesied slump has come. The fact seems to be that shortage of financial resources and restriction of credits, combined with the abnormally high prices and the budget following on, are causing a temporary lull in trade. We are convinced that this is only temporary, and that matters will improve. In the meantime financial stringency is causing many of the weaker holders of stocks to offer at a merely nominal

profit. On the other hand, the stronger firms are holding out for their prices, confident that the market will recover. Shippers on the other side are still asking high prices, which work out at higher figures than goods already in stock. Prime Finnish goods, 3-inch by 9-inch, are offering at £48 10s., and 7-inch battens at £39 c.i.f. London or East Coast, while quotations have been offered for good Swedish stocks at about £51 for 3 by 9-inch, £44 10s. for 7-inch, and £43 for 6-inch. These figures are about the prices of spot goods, but prices being asked by the firms who can afford to wait the market recovery are about £62 for 11-inch, £55 for 9-inch, £48 for 8-inch, £47 for 7-inch, c.i.f. to London or East Coast. The whole of the government stocks of timber are not yet absorbed, and will not be for some time to come, and we understand that the associated importers, who are the purchasers of the entire stocks, intend to advance the prices of landed stocks of spruce to be more in line with coming shipments. There is quite a fair demand for plasterers' laths, and a few cargoes or part cargoes are now coming. Prices vary greatly, spot goods being offered at 5s. to 5s. 6d. per bundle for $\frac{3}{16}$-inch by 1-inch, while to arrive have been offered at about 3s. 5d. c.i.f.; this price has since risen on goods being landed to 4s. and 4s. 6d. The price of the laths and other plasterers' material has caused many people to use some of the many composition or pulp boards in place of lath and plaster for ceilings as being cheaper. Chief among these are beaver board, a Canadian product of treated wood-pulp, and fiberlik, an American board made from liquorice-root fibre, and a fairly brisk business has been done in them. Plywood is rising in price, and this is causing much relief to those who hold stocks purchased at former high prices, and who were beginning to despair of realizing at a profit. During the war there was a very big demand for this commodity, but since the trade has been very quiet, and as supply has always been in excess of demand it has been necessary to cut prices to turn over the stocks. The outlook in this seems to be much better now."

CANADIAN BANKS ABROAD.

I.

The interest which the leading banks of Canada are taking in export trade is of immense importance to the trade of Canada, and the establishment of branches of Canadian banks in other countries is particularly worthy of note. The Bank of Montreal, the Canadian Bank of Commerce, and the Royal Bank of Canada have established at their offices foreign departments which devote special attention to giving information regarding the world's markets.

The Bank of Montreal.

The Bank of Montreal has the following branches:—

England.—London (47 Threadneedle street, E.C.; 2 and 9 Waterloo place, S.W.1).

United States.—New York (64 Wall street), Chicago, San Francisco, Spokane.

France.—Paris (17 Place Vendome).

Mexico.—Mexico City.

Newfoundland.—St. John's, Carbonear, Curling, Ferryland, Gaultois, Grand Falls, Greenspond, St. George's.

Recently the Bank of Montreal acquired a substantial interest in the Colonial Bank, thereby securing facilities in a number of British colonies equivalent to the establishment of its own branches. The Colonial Bank has branches at the following points in the British West Indies:—

St. Kitts.—Basseterre.

Antigua.—St. John's.

Dominica.—Roseau.

St. Lucia.—Castries.

St. Vincent.—Kingstown.

Barbados.—Bridgetown and Speightstown.

Grenada.—St. George's, Grenville, Carriacou (Grenadines).

Trinidad.—Port of Spain, San Fernando, Princes Town.

Tobago.—Scarborough.

British Guiana.—Georgetown, Mahaica, Mahaicouy, in Demerara; New Amsterdam, in Berbice; Henrietta and Suddie, in Essequibo.

Jamaica.—Kingston, Annotto Bay, Brown's Town, Falmouth, Lucea, May Pen, Montego Bay, Morant Bay, Port Antonio, Port Maria, Savanna-la-Mar, St. Ann's Bay.

In West Africa the Colonial Bank has the following branches:—

Gambia.—Bathurst.

Gold Coast.—Accra, Coomassie, Koforidua, Nswam, Seccondie, Winnebah.

Nigeria.—Ibadan, Jos, Kano, Lagos, Ebute Metta, Onitsha, Port Harcourt, Zaria.

In addition to the facilities afforded by the above-mentioned branches and agencies the Bank of Montreal has close working arrangements with leading banks in all parts of the world, with the temporary exception of Russia and Central Europe.

The Canadian Bank of Commerce.

The Canadian Bank of Commerce has the following branches:—

Great Britain.—London (2 Lombard street, E.C. 3).

United States.—New York; Portland, Oregon; San Francisco, Cal.; Seattle, Wash.

Cuba.—Havana.

Mexico.—Mexico City (Avenida San Francisco, No. 50).

Newfoundland.—St. John's, Harbour Breton, Grand Bank, Belloram, Burin.

St. Pierre et Miquelon.—St. Pierre.

Besides its own branches the Canadian Bank of Commerce has banking correspondents of high standing in all the principal cities of the world. The principal banking correspondents are as follows:—

Great Britain.—Bank of Scotland; Barclays Bank, Limited; Lloyds Bank, Limited; National Provincial and Union Bank of England, Limited; Manchester and Liverpool District Banking Company, Limited; Manchester and County Bank, Limited; Union Bank of Manchester, Limited; Union Bank of Scotland, Limited.

Ireland.—Belfast Banking Company, Limited; Northern Banking Company, Limited; Provincial Bank of Ireland, Limited.

Denmark.—Den Danske Landmandsbank, Copenhagen.

France.—Cox & Company (France), Limited; Crédit Lyonnais, Paris; Société Générale, Paris; Lloyds and National Provincial Foreign Bank, Limited, Paris.

Holland.—Disconto-Maatschappij, Rotterdam; Twentsche Bank, Limited.

Italy.—Banca Commerciale Italiana, Naples; Credito Italiano, Milan.

Norway.—Centralbanken for Norge, Christiania; Bergens Privatbank, Bergen.

Sweden.—Skandinaviska Kreditaktiebolaget, Stockholm.

Switzerland.—Banque Fédérale, Zurich; Crédit Suisse, Zurich; Swiss Bank Corporation, Zurich.

West Indies.—Colonial Bank and branches.

South America.—Anglo-South American Bank, Limited; British Bank of South America, Limited; London and Brazilian Bank, Limited; London and River Plate Bank, Limited.

India, China, Japan, and the Philippine Islands.—Bank of Chosen; Chartered Bank of India, Australia and China; Hong Kong and Shanghai Banking Corporation; National Bank of India, Limited; Yokohama Specie Bank, Limited.

South Africa.—African Banking Corporation, Limited; National Bank of South Africa, Limited; Standard Bank of South Africa, Limited.

Australia and New Zealand.—Australian Bank of Commerce, Limited; Bank of Australasia; Bank of New Zealand; Commercial Banking Company of Sydney, Limited; Commonwealth Bank of Australia; English, Scottish and Australian Bank, Limited; London Bank of Australia, Limited; National Bank of Australasia, Limited; National Bank of New Zealand, Limited; Royal Bank of Australia, Limited; Union Bank of Australia, Limited.

Honolulu.—Bank of Bishop & Co., Limited; First National Bank of Hawai'i.

The Royal Bank of Canada.

The Royal Bank of Canada has correspondents in all parts of the world. Outside of transactions with these its foreign business is carried on almost entirely through its own branches, although it has a close working arrangement regarding English business with the London County's Westminster and Parr's Bank, Limited.

The branches of the Royal Bank of Canada in the British West Indies follow:—

St. Kitts.—Basseterre.

Nevis.—Charlestown.

Antigna.—St. John's.

Montserrat.—Plymouth.

Dominica.—Roseau.

Barbados.—Bridgetown and Speightstown.

Grenada.—St. George's.

Trinidad.—Port of Spain.

Tobago.—Scarborough.

British Guiana.—Georgetown, Demerara; New Amsterdam, Berbice; Rose Hall, Corentyne.

Jamaica.—Kingston, Cross Roads Branch; Spanish Town.

Bahamas.—Nassau.

British Honduras.—Belize.

In the Foreign West Indies the Royal Bank of Canada has the following branches:—

Cuba.—Antilla, Banes, Bayamo, Cabaiguan, Caibarien, Caimanera, Camaguey, Camaguey, Avellaneda street; Camajuani, Cardenas, Ciego de Avila, Cienfuegos, Cienfugos, Calzada de Dolores; Consolacion del Norte, Cruces, Cueto, Cumanayagua, Florida, Guantanamo. Havana: Galiano 92, Monte 118, Muralla 52, Oficios 30, Vedado; Jatibonico, Jiguani, Jobabo, La Maya, Limonar, Majagua, Manzanillo, Matanzas, Maximo Gome, Miranda, Moron, Nuevitas, Palma Soriano, Pinar del Rio, Puerto Padre, Sagua la Grande, Sancti Spiritus, Santa Clara, Santiago de Cuba, Silveira.

Porto Rico.—Mayaguez, Ponce, San Juan.

Dominican Republic.—La Romana, Puerto Plata, Sanchez, San Pedro de Macoris, Santiago de Los Caballeros, Santo Domingo.

Haiti.—Port-au-Prince.
Martinique.—Fort de France, Trinité.
Gaudeloupe.—Basse Terre, Pointe-a-Pitre.

In Central and South America the Royal Bank of Canada has the following branches:—

Argentina.—Buenos Aires.
Brazil.—Rio de Janeiro, Santos, Sao Paulo.
Uruguay.—Montevideo.
Venezuela.—Caracas, Ciudad Bolivar, Maracaribo, Puerta Cabello.
Colombia.—Barranquilla.
Costa Rica.—San Jose.

In Europe the Royal Bank of Canada has the following branches:—
England.—London, Princes street, E.C. 2.
France.—Paris, 28 Rue du Quatre Septembre.
Spain.—Barcelona, Plaza de Cataluna 6.

There is an agency of the Royal Bank of Canada at 68 William street, New York.

The ten Newfoundland branches of the Royal Bank of Canada are located as follows: Cape Broyle, Harbour Buffett, Heart's Content, Marystown, Pouch Cove, Rose Blanche, St. John's, West End; Trinity.

The Bank of Nova Scotia has the following branches outside Canada:—
Newfoundland.—Avondale, Bay Roberts, Bell Island, Bonavista, Bonne Bay, Brigus, Burgeo, Burin, Carbonear, Catalina, Change Islands, Channel, Fogo, Fortune, Grand Bank, Harbour Grace, Hermitage, Little Bay Islands, Old Pelican, Port au Port, St. John's, Twillingate, Wesleyville, Western Bay.
Cuba.—Havana.
Jamaica.—Black River, Kingston, Mandeville, Montego Bay, Morant Bay, Port Antonio, Port Maria, St. Ann's Bay, Savanna-la-Mar, Spanish Town.
Porto Rico.—Fajardo, Ponce, San Juan.
United States.—Boston, Mass.; Chicago, Ill.; New York Agency, 52 Wall street.

In the next issue of the *Weekly Bulletin* particulars of the banking facilities abroad of other Canadian banks will be given.

AGENCY COSTS IN DENMARK.

(*British Board of Trade Journal.*)

H.M. commercial secretary at Copenhagen states that agency costs in Denmark have increased enormously in recent years, as in the case of Sweden. British manufacturers wishing to appoint agents for Denmark must, therefore, take this into consideration, as it is doubtful whether agencies can be worked up satisfactorily at the pre-war commission rates. It is understood that the rise in wages in Denmark has been even greater than in Sweden. Railway fares, office upkeep, rent, stationery, hotel accommodation, food have also made it difficult for pre-war rates of commission to attract capable agents at the present time.

SUGGESTIONS REGARDING PACKING FOR EXPORT.

(*Consul General Alexander W. Weddell, Athens, Greece, in United States Commerce Reports.*)

Exporters at times appear to neglect the fact that every possible precaution should be taken to protect goods from pilferage, which unfortunately seems to be excessively common at this time.

It is suggested that the contents of nail kegs should be limited in weight, and that the kegs be made of strong staves reinforced by iron hoops.

Bales of cabot are sometimes seen bound with string, instead of being tightly packed with canvas and tarpaulin paper and secured with four iron hoops.

It is suggested that for shipments of boots and shoes, two different cases be used for each lot, one to contain lefts only, and the other rights. A small piece of wire might be passed through the boot straps to secure them in a body. Cases containing footwear should be exceptionally strong, to prevent damage in handling.

Shipments of hosiery seem to be particularly liable to pilferage.

Foodstuffs should be packed in strong cases secured by iron hoops, and, if possible, should be further protected by an inner case of tin.

Bags containing cereals should not carry more than 100 pounds. Such bags are frequently of such poor quality as to be unable to withstand the strain of the ship's fall.

Marks should be clear, and especially should the name of the port of discharge appear in bold lettering.

The suggested amelioration in mode of packing will evidently incur an additional expense for the exporter, but on the other hand there will be an economy in the protection afforded the consignee, redounding eventually to the interest of all.

LABELLING OF PHARMACEUTICAL SPECIALTIES IN BELGIUM.

The *Moniteur Belge* of February 19 contained a decree, dated February 10, which amends Articles 3 and 4 of the Royal Decree of March 1, 1888, regarding the sale of pharmaceutical specialties in Belgium, to read as follows:—

Recipients (bottles, phials, flasks, glass jars, boxes, pots, etc.) containing medicaments termed "pharmaceutical specialties," or chemical products with registered names, must be provided with a label indicating in clear characters the substances which enter into their composition, described in accordance with their specification in the Belgian Pharmacopœia, or, if they are not mentioned therein, under their usual denomination, but not the chemical formula of the product.

If the remedy sold or offered for sale under a special description is inscribed in the Belgian Pharmacopœia, it is sufficient to give on the label the description officially recognized.

This label may be combined with that, indicating in printed characters the chemist's name and address, which is required under Article 32 of the Royal Decree of May 31, 1885.

When the pharmaceutical specialty contains any quantity of a poisonous substance, especially one mentioned in the list of potent medicaments in the Belgian Pharmacopœia, the label must indicate the quantity, in milligrammes, of such substance. In the case of medicaments for internal use, the quantities to be used by the patient at one dose or application are to be specified.

The present decree provides that notices, pamphlets, and prospectuses, bringing to the notice of the public pharmaceutical specialities and chemical products with registered names, must also bear the indications provided for above.

These provisions became effective as from March 1, except in the case of foreign products imported prior to that date, in which case a delay of one month was granted.

TRADE OF CANADA.

(Compiled by External Trade Division—Dominion Bureau of Statistics.)

1.—IMPORTS FOR CONSUMPTION and Exports of Canadian Produce by Countries, Years ended March 31, 1914, 1919, and 1920.

Countries.	Imports for Consumption (Mdse.).			Exports of Canadian Produce (Mdse.).			Excess Imports (+), Exports (-).	
	1914.	1919.	1920.	1914.	1919.	1920.	1914.	1920.
British Empire.	$	$	$	$	$	$	$	$
United Kingdom	132,070,362	73,035,118	126,269,274	215,253,969	540,750,977	489,151,806 (e)	83,183,607 (e)	362,882,532
Australia	713,111	4,963,446	1,369,218	4,673,997	14,019,629	11,415,623 (e)	3,960,886 (e)	10,046,405
Bermuda	7,539	39,056	55,604	383,151	1,179,025	1,249,020 (e)	375,612 (e)	1,193,416
British Guiana	3,179,112	6,747,072	7,412,931	649,675	2,646,169	3,109,381 (i)	2,529,437 (i)	4,303,550
British Honduras	155,396	298,906	302,043	9,298	51,808	29,350 (i)	146,098 (i)	272,693
British India	5,006,309	8,395,290	7,764,074	416,373	2,905,426	4,818,053 (i)	4,589,936 (i)	2,946,021
British South Africa	477,823	1,300,259	695,553	3,831,270	11,992,135	8,649,756 (e)	3,353,447 (e)	7,954,203
British West Africa	29,118	7,757	174,928	39,011	173,515	1,067,639 (e)	9,893 (e)	892,711
British West Indies	4,347,310	8,437,825	12,093,144	4,469,329	10,200,582	10,869,263 (e)	122,019 (i)	1,223,881
Fiji	240,719	525,804	714,306	118,441	117,962	124,005 (i)	122,278 (i)	590,301
Hong Kong	1,010,021	2,121,909	3,194,959	1,879,261	995,116	1,343,867 (e)	869,240 (i)	1,851,092
Newfoundland	1,840,523	3,098,834	2,139,614	4,508,090	11,325,235	16,175,443 (e)	2,667,567 (e)	14,035,829
New Zealand	3,192,900	7,855,436	3,494,600	1,933,698	6,227,892	6,987,008 (i)	1,259,202 (e)	3,492,408
Other British East Indies	1,646,835	1,746,481	3,181,978	39,496	82,071	201,652 (i)	1,607,339 (i)	2,980,326
Straits Settlements	565,843	5,081,663	5,265,686	230,455	844,244	1,742,554 (i)	335,388 (i)	3,523,132
Other British Empire	43,881	16,684	20,441	207,003	1,648,003	4,852,739 (e)	163,122 (e)	4,832,298
Total British Empire	154,526,802	123,671,540	174,148,353	238,642,517	605,159,789	561,787,159 (e)	84,115,715 (e)	387,638,806
Foreign Countries.								
Argentine Republic	2,603,128	1,139,267	3,385,285	2,134,522	4,603,130	6,126,457 (i)	468,606 (e)	2,741,172
Austria-Hungary	1,773,021	.....	49,723	368,425	.....	33,168 (i)	1,404,596 (i)	16,555
Belgium	4,490,476	6,270	911,407	4,269,394	950,318	28,463,855 (i)	221,082 (e)	27,552,448
Brazil	1,163,785	1,156,332	1,973,768	767,858	4,088,534	2,703,488 (i)	395,927 (e)	729,720
Chile	767,289	1,059,557	240	134,457	2,321,329	896,960 (i)	632,832 (e)	896,720
China	913,262	1,954,466	1,201,579	473,074	2,856,933	6,659,805 (i)	440,188 (e)	5,458,226
Colombia	150,545	158,202	502,656	25,686	44,549	101,578 (i)	124,859 (i)	401,078
Cuba	3,952,887	3,040,953	17,585,528	1,815,414	5,035,975	6,329,783 (i)	2,137,473 (i)	11,255,745
Denmark	112,629	41,252	105,310	637,286	42,039	2,938,026 (e)	524,657 (e)	2,832,716
Dutch East Indies	976,090	3,334,746	3,709,400	20,366	996,575	1,492,775 (i)	955,724 (i)	2,216,625
France	14,276,535	3,632,900	10,604,357	3,632,444	96,103,142	61,106,938 (i)	10,644,091 (e)	50,502,581
Germany	14,586,223	75	44,255	4,044,019	.....	610,528 (i)	10,542,204 (e)	566,273
Greece	445,036	33	700,899	11,934	16,902	29,588,984 (i)	433,102 (e)	28,888,085
Hawaii	61,365	3,467,856	403,687	29,672	709,246	163,970 (i)	31,693 (i)	239,717
Italy	2,090,387	555,112	999,040	514,660	13,181,514	16,961,312 (i)	1,575,727 (e)	15,962,272
Japan	2,604,216	13,618,122	13,635,774	1,587,467	12,245,439	7,732,514 (i)	1,016,749 (i)	5,903,260

Mexico	1,471,182	584,047	2,648,915	51,747	568,943	410,825	(i)	1,419,435	(i) 2,238,090
Netherlands	3,015,456	495,409	2,222,434	3,985,987	198,985	5,653,218	(e)	970,531	(e) 3,430,784
Norway	486,379	25,785	461,848	845,331	1,149,123	4,798,299	(e)	358,952	(e) 4,336,451
Peru	748,546	2,580,813	5,072,408	11,817	283,022	273,967	(i)	736,729	(i) 4,798,441
Porto Rico	1,613	2,488	1,910	542,962	1,071,805	1,489,667	(e)	541,349	(e) 1,487,751
Roumania	4,556			69,800		12,953,605	(e)	65,244	(e) 12,953,607
Russia	482,809	83,888	14,496	1,430,426	6,164,658	1,492,041	(e)	947,617	(e) 1,477,545
San Domingo	2,942,333	4,728,732	10,675,287	59,721	39,663	169,186	(i)	2,882,612	(i) 10,506,105
Spain	1,352,133	697,643	1,540,548	63,995	231,095	1,096,053	(i)	1,288,138	(i) 444,495
Sweden	603,401	178,855	360,353	177,313	19,226	4,449,105	(i)	426,088	(e) 4,088,752
Switzerland	4,314,805	1,780,812	7,758,051	21,439	7,665	1,484,416	(i)	4,293,366	(i) 6,273,635
United States	395,565,328	746,920,654	801,428,755	163,372,825	454,873,170	464,029,014	(i)	232,192,503	(i) 337,399,741
Uruguay	55,726	328,687	322,086	90,615	332,952	689,538	(e)	34,889	(e) 367,452
Venezuela	133,243	149,155	299,240	139,264	40,441	404,007	(e)	6,021	(e) 104,767
Other Foreign Countries	1,785,958	1,035,684	1,748,577	1,616,002	3,107,659	6,401,857	(i)	169,956	(e) 4,653,280
Total Foreign Countries	463,930,342	792,757,795	890,367,816	192,945,922	611,284,017	677,704,939	(i)	270,984,420	(i) 212,662,877
Grand Total	618,457,144	916,429,335	1,064,516,169	431,588,439	1,216,443,896	1,239,492,098	(i)	186,868,705	(e) 174,975,929

TRADE OF CANADA.

2.—PRINCIPAL CLASSES of Goods Imported for Consumption Fiscal Years 1914, 1919, and 1920, with Increase or Decrease Year 1920 compared with 1914; also Imports from United Kingdom and United States Years 1914 and 1920.

Articles Imported.	Imports for Consumption (Mdse.).			Increase (*i*), Decrease (*d*), 1920 compared with 1914.		Imports from United Kingdom.		Imports from United States.	
	1914.	1919.	1920.			1914.	1920.	1914.	1920.
	$	$	$		$	$	$	$	$
Abrasives	378,441	1,180,441	961,980	(*i*)	583,539	21,082	25,153	356,560	936,603
Ale and beer	1,338,893	63,580	79,170	(*d*)	1,259,723	421,874	33,612	885,207	45,558
Animals, living	2,514,726	1,637,549	2,568,307	(*i*)	53,581	401,447	147,634	1,988,795	2,419,004
Articles ex-warehoused for ship's stores	1,041,782	2,955,975	2,370,564	(*i*)	1,328,782	29,038	105,320	989,911	2,156,099
Articles for Army and Navy	372	50,704,709	1,679,079	(*i*)	1,678,707	148	207,899	127	1,455,465
Articles re-imported within 5 years	694,688	2,472,639	4,547,653	(*i*)	3,852,965	31,032	1,368,288	616,489	2,904,344
Asphalt	866,979	440,722	446,58[illegible]	(*d*)	420,392	15,451	829	635,278	445,758
Baskets of all kinds, n.o.p.	159,548	63,592	155,534	(*d*)	4,014	16,951	4,775	68,040	99,497
Baths, bath-tubs, basins, closets, lavatories, urinals, sinks and laundry-tubs	452,748	211,560	111,211	(*d*)	341,537	163,089	20,460	288,714	90,736
Belts of all kinds, except silk	94,957	68,431	153,097	(*i*)	58,140	21,684	6,728	71,928	133,715
Blackings and polishes	362,564	494,008	659,187	(*i*)	296,623	145,298	182,957	215,724	475,754
Blueing, laundry	55,448	87,039	94,861	(*i*)	39,413	49,988	89,253	5,237	5,608
Books and printed matter	6,754,369	7,695,327	10,328,222	(*i*)	3,573,853	1,409,669	952,045	4,966,703	9,086,565
Boots, shoes and slippers, except rubber and leather	317,644	300,364	434,262	(*i*)	116,618	209,630	71,470	60,039	328,941
Braces and suspenders	89,181	100,324	182,086	(*i*)	92,905	13,551	16,843	67,248	162,855
Breadstuffs—									
Beans	349,330	1,369,999	1,594,030	(*i*)	1,244,700	60,114	23,855	84,619	947,674
Corn	4,691,702	16,086,427	14,371,179	(*i*)	9,679,477	12	.....	4,352,971	14,215,787
Cornmeal	168,818	803,241	216,594	(*i*)	47,776	.....	.....	168,803	216,298
Oats	26,189	3,359,754	2,451,981	(*i*)	2,425,792	2,668	3,309	23,519	2,448,672
Rice	1,542,247	2,393,789	5,394,291	(*i*)	3,852,044	227,799	378	91,245	2,746,894
Other breadstuffs	2,647,226	2,703,930	2,491,883	(*d*)	155,343	559,449	155,611	1,352,335	1,971,127
Bricks, clays and tiles	3,268,147	4,298,745	2,470,812	(*d*)	797,335	551,730	156,437	2,704,426	2,314,285
Bristles	225,372	225,652	455,041	(*i*)	229,669	102,934	106,008	59,391	231,393
Broom corn	324,590	1,119,700	840,180	(*i*)	515,590	.....	.....	323,445	840,180
Brushes of all kinds	662,545	606,771	767,183	(*i*)	104,638	114,453	61,544	272,282	474,528
Buttons and materials for	871,181	1,062,542	1,357,845	(*i*)	486,664	145,152	22,501	465,021	1,110,819
Candles	91,268	162,208	148,926	(*i*)	57,658	18,697	6,217	71,242	142,367
Carpet sweepers and hand vacuum cleaners	23,702	97,659	280,541	(*i*)	256,839	69	.....	23,633	280,541
Cash registers and parts	210,260	120,477	225,994	(*i*)	15,734	.....	.....	210,260	225,994
Celluloid, and xylonite in sheets, lumps, rods or bars	139,072	671,405	743,856	(*i*)	604,784	24,094	2,781	104,435	741,075
Celluloid, manufactures of	75,590	218,193	290,558	(*i*)	214,968	13,409	16,430	48,691	272,463
Clocks and watches	2,253,643	2,448,449	3,126,267	(*i*)	872,624	202,998	27,043	1,343,078	2,134,414

Coal—Anthracite	20,734,126	26,191,798	32,647,759	(i)	11,913,633	149,529		20,584,198	32,647,759
Bituminous	26,140,676	44,411,207	27,424,870	(i)	1,284,194	9,825	2,578	26,064,157	27,422,292
Cocoa and chocolate	2,732,046	3,783,426	7,626,745	(i)	4,894,699	1,233,260	1,042,559	741,033	5,391,021
Cocoanuts and preparations	219,969	245,421	762,690	(i)	542,710	1,898	18,713	8,325	192,881
Coffee and chicory	2,472,218	1,865,612	5,077,103	(i)	2,634,885	231,549	422,072	268,011	590,005
Coke	2,074,454	8,185,992	2,538,568	(i)	434,094	2,199		2,072,275	2,508,568
Cordage, rope and twine	4,446,992	6,106,871	4,454,191	(i)	7,201	411,561	356,123	4,027,309	4,086,560
Corsets of all kinds	659,833	376,914	359,769	(d)	309,064	6,712	14,385	642,393	334,656
Corset clasps, busks, blanks and steels	8,533	70,372	23,269	(i)	14,706	91	51	8,206	23,158
Cotton—									
Raw cotton or cotton wool	9,752,437	34,008,824	33,854,457	(i)	24,102,020			9,752,437	33,854,457
Yarns	1,309,187	3,928,031	4,078,510	(i)	2,769,323	1,053,991	1,589,798	244,269	2,490,749
Other cotton goods	26,539,689	35,440,693	48,942,983	(i)	22,433,293	16,411,563	16,761,837	7,599,578	30,730,177
Crucibles, clay, sand or plumbago	65,547	169,405	129,929	(i)	55,382	15,632	64,834	49,492	56,095
Curtains and shams	594,841	367,326	474,779	(d)	120,062	429,441	216,219	102,849	241,981
Cycle-meters, pedometers and speedometers	70,665	143,731	253,86	(i)	183,795	113		69,952	253,130
Drugs, dyes, chemicals and medicines	14,638,289	32,788,704	27,246,264	(i)	12,607,975	2,989,69	3,521,770	7,927,965	20,647,881
Earthenware and chinaware	3,131,305	2,256,696	3,511,44	(i)	380,142	1,873,599	2,369,087	571,312	638,796
Elastic, round and flat	148,249	252,895	453,443	(i)	255,194	118,917	148,421	29,253	254,741
Electric apparatus	8,924,314	11,065,753	15,849,865	(i)	6,955,551	952,428	177,994	7,505,244	15,628,593
Explosives	1,229,770	626,666	952,622	(d)	277,148	478,668	128,449	688,207	890,862
Fancy goods	4,879,431	3,948,138	6,167,777	(i)	1,288,346	1,788,248	1,290,467	1,127,726	3,997,280
Fertilizers	876,039	1,449,394	1,141,263	(i)	265,324	101,791	35,753	764,779	1,139,859
Fish	2,172,903	2,497,054	3,491,579	(i)	1,318,679	241,812	129,611	760,829	1,543,695
Fisheries, articles for	1,390,425	2,810,253	2,529,203	(i)	1,138,778	664,428	905,469	709,111	1,579,202
Flax, hemp and jute	8,963,057	13,513,913	15,776,768	(i)	6,813,711	5,089,071	8,192,385	841,878	3,606,775
Fruits and nuts—									
Fruits, fresh	11,018,505	14,999,212	19,631,631	(i)	8,613,126	237,386	81,029	9,989,337	19,077,838
Fruits, dried	3,060,788	5,801,702	10,956,781	(i)	7,895,993	88,033	73,395	1,874,831	9,582,370
Fruits, preserved and canned	1,235,241	1,152,012	2,227,967	(i)	992,726	610,420	287,991	451,857	1,761,718
Nuts	1,918,689	3,229,581	5,126,894	(i)	3,208,205	100,782	202,260	636,733	2,949,536
Furs and manufactures of	3,754,626	4,523,037	12,511,205	(i)	8,756,579	860,269	511,727	1,776,876	10,878,924
Glass and glassware	5,074,520	5,231,418	6,644,041	(i)	1,569,521	1,337,039	301,342	2,091,459	5,635,054
Glue and mucilage	406,289	389,667	595,590	(i)	189,301	198,237	97,230	136,533	489,684
Gloves and mitts, all kinds	2,722,130	990,104	337,287	(d)	2,384,843	1,219,887	195,910	323,964	104,068
Grasses and fibres	1,699,391	6,816,602	6,082,494	(i)	4,383,103	93,686	426,289	1,373,698	5,564,617
Grease	1,105,264	2,552,649	1,932,696	(i)	827,432	44,039	30,311	1,045,198	1,682,777
Gutta-percha and India-rubber—									
Gutta-percha and rubber, crude	3,250,089	7,794,260	12,022,288	(i)	8,772,199	507,332	3,626,973	2,631,112	2,915,937
Other gutta-percha and rubber	5,744,384	4,271,433	5,645,260	(d)	99,124	2,035,347	508,152	3,505,010	5,085,100
Hair and manufactures of	374,549	253,764	378,115	(i)	3,566	107,142	64,430	249,990	266,061
Hats and caps and materials	5,452,457	5,110,813	6,962,613	(i)	1,510,156	2,692,944	919,579	2,162,170	5,834,198
Hay	288,023	240,985	538,155	(i)	250,132			288,023	538,155
Hides and skins, raw	8,831,010	5,426,008	23,020,976	(i)	14,189,966	718,862	851,476	2,120,558	12,732,163
Hops	579,871	237,748	1,065,224	(i)	485,353	44,663	28,720	375,957	984,369
Ink	153,739	207,908	235,523	(i)	76,784	41,748	30,880	114,289	203,483
Ivory and manufactures	234,586	278,311	397,800	(i)	163,214	41,642	124,351	96,245	256,305
Jewellery	1,755,131	750,771	1,242,010	(d)	513,121	462,713	50,030	1,001,258	1,120,530
Knitted goods, n.o.p	180,540	320,022	607,603	(i)	427,063	138,262	198,491	29,567	385,252
Laces, boot, shoe, shirt and stay	248,891	314,278	370,695	(i)	121,774	113,334	57,907	35,959	247,833

2.—Principal Classes of Goods Imported for Consumption, etc.—*Continued.*

Articles Imported.	Imports for Consumption (Mdse.).			Increase (*i*), Decrease (*d*), 1920 compared with 1914.	Imports from United Kingdom.		Imports from United States.	
	1914.	1919.	1920.		1914.	1920.	1914.	1920.
	$	$	$	$	$	$	$	$
Leather—								
Unmanufactured	3,035,609	7,856,609	12,572,196	(*i*) 9,536,587	826,094	786,855	2,148,339	11,754,231
Manufactured—								
Boots and shoes	4,349,587	2,709,523	2,731,591	(*d*) 1,617,996	660,765	98,220	3,652,662	2,627,722
Other leather, mfd	1,068,980	902,655	1,798,915	(*i*) 729,935	211,721	240,432	846,201	1,360,138
Lime juice	179,824	207,707	255,294	(*i*) 75,470	59,054	18,605	112,624	206,731
Magic lanterns and slides therefor and moving picture machines	1,214,428	143,860	108,907	(*d*) 1,105,521	38,562	715	1,154,174	107,132
Metals and minerals—								
Brass and manufactures of	4,415,202	5,231,230	5,219,103	(*i*) 803,901	424,636	243,678	3,790,269	4,944,578
Copper and manufactures of	6,581,485	5,997,626	8,346,767	(*i*) 1,765,282	86,243	52,741	6,410,748	8,292,250
Gold and silver and mfrs. of	969,182	247,870	704,938	(*d*) 264,244	551,882	182,315	339,045	511,580
Iron and steel and mfrs. of—								
Agricultural implements	3,274,693	4,944,278	3,606,494	(*i*) 331,801	73,361	19,750	3,198,263	3,586,255
Iron ore	4,027,460	5,932,001	4,601,716	(*i*) 574,256	502	.....	3,160,664	4,093,839
Machinery	29,191,616	45,902,616	47,795,935	(*i*) 18,604,319	2,785,282	1,430,308	25,956,955	46,261,539
Other iron and steel	82,892,052	104,840,164	92,765,646	(*i*) 9,873,594	12,613,700	4,945,381	66,443,260	87,414,770
Lead and manufactures of	943,336	966,982	956,657	(*i*) .13,321	707,249	147,831	179,581	554,662
Tin and manufactures of	6,357,768	15,131,175	11,419,016	(*i*) 5,061,248	1,550,775	2,119,913	4,408,933	9,061,480
Zinc and manufactures of	919,418	1,180,412	835,596	(*d*) 83,822	137,342	1,579	449,545	833,965
Other miscellaneous metals	8,875,238	11,993,205	12,722,878	(*i*) 3,847,640	1,129,795	460,059	6,977,512	11,969,297
Milk and cream	611,518	417,115	440,677	(*d*) 170,841	125,862	29,281	425,624	410,155
Mineral waters	259,836	81,708	130,296	(*d*) 129,540	54,420	7,013	49,591	48,344
Musical instruments	2,154,737	3,164,227	4,329,093	(*i*) 2,174,356	119,901	52,436	1,790,384	4,122,624
Mustard	224,863	184,560	443,320	(*i*) 218,457	186,113	327,917	37,737	114,812
Oilcake and meal	138,224	1,308,338	371,146	(*i*) 232,922	5,350	.....	132,874	368,507
Oilcloth	2,314,378	2,435,098	2,523,880	(*i*) 209,502	1,824,032	469,632	933,670	2,053,906
Oils—								
Fish oils	100,015	541,951	262,078	(*i*) 162,063	6,130	126	16,604	62,238
Mineral oils	12,651,803	29,589,338	29,042,646	(*i*) 16,390,843	64,974	5,769	12,582,328	25,517,434
Vegetables and other	4,343,408	15,635,732	18,475,919	(*i*) 14,132,511	508,437	1,408,897	3,359,508	16,437,528
Optical, philosophical, photographic and mathematical instruments	1,404,137	1,478,170	2,079,768	(*i*) 675,631	320,640	110,764	918,568	1,926,554
Packages, usual outside coverings	3,144,972	1,455,277	2,124,532	(*d*) 1,020,440	1,679,364	981,272	677,168	800,757
Paintings	1,948,575	800,068	1,437,596	(*d*) 510,979	661,242	354,759	956,842	1,048,454
Paints and varnishes	2,327,995	3,603,231	4,368,840	(*i*) 2,040,845	853,776	535,200	1,150,839	3,773,323
Paper and manufactures of	8,043,368	9,044,390	10,042,562	(*i*) 1,999,194	1,687,839	322,435	5,423,037	9,408,728
Parcels by express	2,103,138	1,033,902	1,276,674	(*d*) 826,464	2,830	585	2,099,134	1,276,089
Parcels, Post Office	1,697,776	1,174,540	1,542,987	(*d*) 154,789	544,205	95,515	1,152,393	1,447,012
Pencils, lead	360,218	497,927	582,498	(*i*) 222,280	59,988	13,832	203,553	559,804
Pens, penholders and rulers	213,954	202,131	250,931	(*i*) 36,977	100,537	96,553	105,857	151,064

Perfumery	783,835	458,874	1,100,036	(i)	316,201	77,940	133,487	465,567	531,842
Pickles and sauces	748,790	418,503	619,630	(d)	129,160	456,323	201,682	194,061	290,812
Plants and trees	776,280	468,863	709,507	(d)	66,773	33,662	20,872	415,397	447,368
Precious stones	3,333,160	1,519,334	5,439,207	(i)	2,106,047	1,383,481	3,549,967	117,113	358,113
Provisions—									
Butter	1,823,994	715,671	176,994	(d)	1,647,000	24,322		73,419	96,098
Cheese	299,223	64,867	206,500	(d)	92,723	12,066	1,014	68,733	194,791
Eggs	2,630,364	681,849	2,837,442	(i)	207,078	211	30	2,561,221	2,814,484
Lard and lard compounds	792,025	554,367	2,220,413	(i)	1,428,388	40,417	14,635	743,173	2,200,651
Meats	5,267,853	5,905,271	22,100,333	(i)	16,832,480	546,790	222,296	4,040,303	21,371,921
Oleomargarine		1,180,656	1,872,104	(i)	1,872,104				1,872,104
Rags	1,423,458	1,937,272	2,040,118	(i)	616,660	257,120	277,542	1,094,229	1,762,489
Resin or rosin	572,062	1,216,508	1,459,395	(i)	887,333	30,428		541,329	1,459,395
Ribbons	1,820,037	1,885,632	2,899,429	(i)	1,079,392	656,330	391,996	164,437	1,647,596
Salt	563,868	1,222,559	1,336,176	(i)	772,308	269,429	547,561	221,550	660,973
Sausage casings	162,662	374,227	364,910	(i)	202,248	68,131	7,726	84,604	223,839
Seeds	1,671,000	2,038,006	4,208,845	(i)	2,537,845	216,166	331,523	1,270,048	3,631,116
Settlers' effects	14,348,441	5,691,029	10,181,034	(d)	4,167,407	4,530,625	2,057,867	9,238,698	8,016,964
Silk and manufactures of	9,689,305	21,183,592	31,588,403	(i)	21,899,098	3,509,384	2,882,852	1,545,086	14,271,244
Soap	1,323,010	1,267,868	1,534,082	(i)	211,072	143,710	92,321	1,008,609	1,424,181
Spices	383,737	584,052	687,582	(i)	303,845	122,947	67,550	83,510	329,636
Spirits	5,469,698	1,559,183	7,565,844	(i)	2,096,146	3,219,493	5,720,991	112,604	195,369
Stockinette	70,474	423,029	391,834	(i)	321,360	26,804	1,310	43,670	390,524
Stone, marble and slate	2,843,494	2,194,247	2,186,164	(d)	657,330	281,518	150,978	2,341,377	1,930,746
Sugar and molasses—									
Molasses	1,734,643	3,698,115	4,229,907	(i)	2,495,264	44,645	68,136	95,753	476,318
Sugar, raw	14,764,315	35,381,888	68,343,171	(i)	53,578,856		51	384,365	22,535,153
Other sugar and products	1,450,438	413,075	1,045,276	(d)	405,162	864,166	187,815	413,808	687,397
Tar	200,458	232,124	246,680	(i)	46,222	7,390	1,127	199,358	245,553
Tea	6,649,716	3,793,724	8,336,163	(i)	1,686,447	2,623,639	1,122,828	38,648	309,683
Teeth, artificial	182,725	300,411	333,675	(i)	150,950	20,089	9,474	162,636	324,201
Tobacco—Unmanufactured	5,109,641	10,910,010	13,604,757	(i)	8,495,116	29,641	34,873	4,353,184	12,787,163
Manufactured	1,789,577	905,340	1,068,793	(d)	720,784	757,715	471,817	347,588	408,827
Tobacco pipes, pipe mounts, cigar and cigarette holders, etc	869,802	754,757	1,204,889	(i)	335,087	394,741	489,341	65,667	486,651
Turpentine, spirits of	479,788	565,174	1,372,764	(i)	892,976	24,609	56	454,670	1,372,708
Vegetables	3,306,930	3,896,463	5,602,017	(i)	2,295,087	214,332	100,290	2,516,677	5,113,543
Vehicles—									
Automobiles and motor vehicles	7,213,375	7,826,822	15,035,545	(i)	7,822,170	621,979	28,079	6,528,086	15,007,466
Auto and motor vehicle parts	3,966,379	6,660,770	12,674,823	(i)	8,708,444	31,981	14,034	3,926,077	12,660,789
Other vehicles	8,918,097	3,935,792	5,058,944	(d)	3,859,153	195,668	70,160	8,712,729	4,988,664
Vessels	1,126,774	3,881,424	6,166,391	(i)	5,039,617	5,902	693,317	111,789	5,472,944
Waste or shoddy	466,438	284,244	444,292	(d)	22,146	222,552	66,106	225,008	378,115
Wax	295,244	528,481	499,282	(i)	204,038	42,398	41,511	234,835	438,592
Webbing	235,038	308,478	547,552	(i)	312,514	39,346	13,911	189,883	533,572
Wines	1,577,250	241,840	1,490,522	(d)	86,728	80,600	43,193	40,176	685,824
Wood—Unmanufactured	17,030,813	13,815,691	15,021,380	(d)	2,009,433	88,779	10,375	16,823,623	14,947,015
Manufactured	7,583,037	5,109,764	6,283,585	(d)	1,299,452	535,691	155,370	6,515,789	5,849,240

2.—Principal Classes of Goods Imported for Consumption, etc.—*Concluded.*

Articles Imported.	Imports for Consumption (Mdse.).			Increase (*i*), Decrease (*d*), compared with 1914.	Imports from United Kingdom.		Imports from United States.	
	1914.	1919.	1920.		1914.	1920.	1914.	1920.
	$	$	$	$	$	$	$	$
Wool—								
Raw wool	1,872,089	9,228,051	7,672,211	(*i*) 5,800,122	1,014,157	2,510,145	171,001	3,164,216
Noils and worsted tops	1,072,066	5,314,793	5,847,787	(*i*) 4,775,721	914,017	3,959,482	151,018	1,525,791
Wool waste in the white, garnetted	.....	310,297	325,437	(*i*) 325,437	.....	123,718	.....	201,719
Yarn	2,564,633	4,010,250	4,445,240	(*i*) 1,880,607	2,457,433	3,935,710	14,450	490,949
Other woollen goods	25,929,435	21,433,716	45,194,716	(*i*) 19,265,281	21,792,602	27,958,191	1,766,273	16,777,578
Yeast	427,119	977,569	878,342	(*i*) 451,223	520	.....	426,429	878,242
All other goods imported	6,614,449	17,826,634	15,415,433	(*i*) 8,800,984	1,562,170	2,122,228	4,631,782	12,222,868
Total imports	618,457,144	916,429,335	1,064,516,169	(*i*) 446,059,025	132,070,362	126,269,274	395,565,328	801,428,755

3.—PRINCIPAL CLASSES of Canadian Goods Exported Fiscal Years 1914, 1919, and 1920, with Increase or Decrease Year 1920 compared with 1914; also Exports to United Kingdom and United States Years 1914 and 1920.

Articles Exported.	Exports Canadian Produce (Mdse.).			Increase (*i*), Decrease (*d*), 1920 compared with 1914.		Exports to United Kingdom.		Exports to United States.	
	1914.	1919.	1920.			1914.	1920.	1914.	1920.
	$	$	$		$	$	$	$	$
Abrasives, artificial	.....	2,104,274	1,375,843	(*i*)	1,375,843	.....	8,288	.....	1,360,446
Ale and beer	3,530	186,620	145,077	(*i*)	141,547	30	199	3,227	798
Animals, living—									
Cattle	7,906,794	30,069,490	46,064,631	(*i*)	38,157,837	697,807	70,200	7,043,086	44,021,587
Horses	783,631	2,302,220	708,137	(*d*)	75,494	8,670	36,045	745,378	493,638
Other animals	764,658	2,906,559	3,253,390	(*i*)	2,488,732	6,185	915	729,638	3,202,398
Bones	94,586	210,601	239,395	(*i*)	144,809	500	.....	94,086	235,239
Books and printed matter	496,579	392,317	603,318	(*i*)	106,739	208,247	122,555	232,061	353,344
Breadstuffs—									
Biscuits and bread	16,227	1,319,925	203,721	(*i*)	187,494	.....	13,545	1,989	14,787
Bran	1,789,939	1,592,212	2,983,843	(*i*)	1,193,904	25,355	1,170	1,509,595	2,779,255
Cereal foods, prepared	2,166,330	4,247,249	1,087,901	(*d*)	1,078,429	1,408,413	1,048,826	25,120	5,339
Grain—Oats	13,379,849	15,193,527	9,349,455	(*d*)	4,030,394	5,644,951	3,300,477	6,802,403	3,059,427
Wheat	117,719,217	96,985,056	185,044,806	(*i*)	67,325,589	106,696,231	122,108,193	6,891,624	14,000,932
Other grains	7,030,195	8,457,052	26,179,498	(*i*)	19,149,303	5,631,023	20,006,269	1,022,462	4,486,278
Oatmeal	488,589	4,032,567	4,283,772	(*i*)	3,795,183	473,220	3,717,224	9,085	22,495
Wheat flour	20,581,079	99,931,659	94,262,928	(*i*)	73,681,849	11,584,843	61,494,045	85,745	337,514
Other breadstuffs	72,308	1,977,085	3,711,785	(*i*)	3,639,477	10,367	900,826	45,558	1,214,213
Bricks, clays and tiles	45,082	162,109	198,119	(*i*)	153,037	7,355	150	33,046	191,939
Brushes	12,731	93,489	125,047	(*i*)	112,316	69	43,344	3,737	3,817
Clothing and wearing apparel	469,189	13,529,092	10,313,302	(*i*)	9,844,113	100,369	1,361,513	155,051	1,307,914
Coal	3,703,765	10,169,722	13,183,666	(*i*)	9,479,901	61,604	1,651,188	2,653,206	5,700,441
Coke	332,685	214,228	162,481	(*d*)	170,204	.....	.....	332,620	161,386
Contractors' outfits	40,129	217,196	34,974	(*d*)	5,155	856	.....	39,273	34,974
Cordage, rope and twine—									
Binder twine	453,530	2,574,734	5,530,908	(*i*)	5,077,378	735	128,013	364,204	3,037,525
Other	60,127	457,959	179,534	(*i*)	119,407	1,129	48,254	9,807	35,772
Cotton—									
Fabrics of cotton	82,636	2,859,241	2,683,273	(*i*)	2,600,637	876	409,242	7,870	141,927
Other cotton	47,560	632,964	579,537	(*i*)	531,977	6,289	168,438	29,685	234,358
Drugs, dyes, chemicals and medicines—									
Calcium carbide	161,026	4,720,783	3,599,899	(*i*)	3,438,873	.....	627,721	9,656	2,564,627
Chicle gum	.....	699,333	734,414	(*i*)	734,414	.....	.....	.....	734,414
Other drugs, dyes, etc	1,569,177	11,632,958	11,517,795	(*i*)	9,948,618	455,252	1,649,607	623,419	6,897,505
Electric apparatus	106,816	2,167,545	1,116,287	(*i*)	1,009,471	25,183	119,312	66,849	226,184

3.—PRINCIPAL CLASSES of Canadian Goods Exported, etc.—*Continued.*

Articles Exported.	Exports Canadian Produce (Mdse.).			Increase (*i*), Decrease (*d*), 1920 compared with 1914.	Exports to United Kingdom.		Exports to United States.	
	1914.	1919.	1920.		1914.	1920.	1914.	1920.
	$	$	$	$	$	$	$	$
Explosives—								
Cartridges, gun, rifle and pistol	13,353	213,432,531	7,366,733	(*i*) 7,353,380	7,432	83,264	4,094	7,016,804
Other explosives	228,312	37,506,294	4,675,047	(*i*) 4,446,735	7,900	385,281	96,492	4,070,595
Fertilizers	2,540,286	901,779	215,825	(*d*) 2,324,461	1,405	681	2,437,262	201,316
Fish—								
Cod, haddock, ling and pollock, dry salted	4,564,731	8,717,844	10,177,659	(*i*) 5,612,928	92,511	35,514	1,131,347	4,007,887
Lobsters, canned	2,983,987	2,230,064	4,083,678	(*i*) 1,099,691	1,010,367	1,988,364	808,296	1,073,454
Salmon, canned	6,631,437	10,297,803	12,067,319	(*i*) 5,435,882	5,436,727	7,582,373	115,360	12,067,319
Other fish	5,950,450	15,146,915	14,358,516	(*i*) 8,408,066	186,784	209,728	3,589,352	31,590
Flax, hemp and jute	49,826	828,343	1,446,381	(*i*) 1,396,555	.....	345,823	49,636	988,547
Fruits and nuts—								
Apples, fresh	3,465,475	2,041,076	4,242,219	(*i*) 776,744	3,137,267	3,140,269	62,431	856,760
Fruits, canned or preserved	394,719	1,805,434	3,174,239	(*i*) 2,779,520	375,913	1,870,981	14,546	168,105
Other fruits and nuts	725,722	305,277	904,725	(*i*) 179,003	136,674	80,593	158,098	546,507
Furs and manufactures of—								
Furs, undressed	5,557,926	13,499,431	20,617,291	(*i*) 15,059,365	3,059,305	3,936,839	2,139,228	16,532,801
Other furs and manufactures of	109,823	238,190	304,680	(*i*) 194,857	64,887	122,078	37,201	61,733
Gutta-percha and India-rubber—								
Boots and shoes	170,852	2,058,715	1,750,967	(*i*) 1,580,115	2,947	829,154	8,694	3,203
Other gutta-percha, etc	515,379	3,570,875	8,318,996	(*i*) 7,803,617	22,705	3,653,690	450,319	857,918
Hair	237,100	259,622	339,785	(*i*) 102,685	7,084	.....	225,302	332,112
Hay	1,787,050	7,666,491	4,087,670	(*i*) 2,300,620	296,331	95,786	1,358,621	3,675,105
Hides and skins, raw	9,262,972	7,700,048	19,814,293	(*i*) 10,551,321	9,761	6,176	9,228,237	19,784,273
Leather—								
Unmanufactured—								
Sole leather	2,336,491	2,163,808	2,773,642	(*i*) 437,151	1,387,792	1,613,398	817,116	729,103
Upper leather	113,916	2,220,162	7,421,047	(*i*) 7,307,131	32,378	4,529,964	71,843	2,182,668
Other leather, unmanufactured	617,179	4,372,948	1,547,579	(*i*) 930,400	318,796	146,449	266,211	1,332,510
Manufactured—								
Boots and shoes	82,529	1,130,334	5,679,720	(*i*) 5,597,191	3,064	2,754,076	60,378	350,874
Other leather, manufactured	63,826	2,550,460	635,164	(*i*) 571,338	4,717	189,265	53,135	263,569
Metals and minerals—								
Aluminium in bars, blocks, etc	1,885,074	6,712,053	5,680,871	(*i*) 3,795,797	605,862	1,609,310	821,448	3,562,112
Asbestos, raw	3,054,436	9,158,022	8,767,856	(*i*) 5,713,420	266,301	768,456	2,233,039	6,742,458
Copper and manufactures of	9,866,741	20,991,179	13,879,332	(*i*) 4,012,591	599,400	866,637	9,260,613	11,953,752
Gold-bearing quartz, dust, nuggets, etc	13,326,755	9,202,033	5,974,334	(*d*) 7,352,421	3,381	.....	13,322,654	5,376,289
Iron and steel and manufactures of—								
Agricultural implements	7,219,520	8,043,296	9,379,332	(*i*) 2,159,812	488,367	1,189,336	93,049	1,559,705
Bars and rods	.....	7,844,004	3,012,635	(*i*) 3,012,635	.....	1,375,212	.....	582,213
Iron ore	398,023	671,195	32,421	(*d*) 365,602	45,312	.....	326,983	32,421

Machinery	1,459,876	7,048,797	8,345,689	(i)	6,885,813	193,336	792,457	225,289	5,710,583
Wire and wire nails		7,789,188	4,743,361	(i)	4,743,361		1,858,198		1,386,563
Other iron and steel	2,297,562	27,457,838	36,705,289	(i)	34,407,727	258,034	7,394,600	1,139,974	16,331,823
Lead	7,562	1,654,947	1,193,144	(i)	1,185,582		537,551	7,562	579,029
Nickel, fine, contained in ore	5,374,738	11,170,339	9,039,221	(i)	3,664,483	960,621	1,305,283	4,398,920	7,533,437
Silver, metallic, contained in ore	20,971,538	19,519,642	14,255,601	(d)	6,715,937	13,925,884	3,805,196	5,406,172	5,408,520
Other metals and minerals	2,921,080	10,126,524	6,149,684	(i)	3,228,604	642,321	1,122,440	1,745,032	4,025,020
Milk and cream, fresh	1,337,325	847,502	1,699,090	(i)	361,765			1,337,300	1,699,090
Milk and cream, condensed	666,941	7,035,297	8,517,771	(i)	7,850,830		5,031,162	301,177	2,214,166
Musical instruments	282,707	271,134	502,287	(i)	219,580	162,903	173,753	53,376	112,118
Oilcake	832,394	119,275	1,465,366	(i)	632,972	444,349	946,083	54,140	61,149
Oils	936,247	2,575,844	3,455,320	(i)	2,519,073	250,861	277,418	381,966	2,619,038
Optical and scientific instruments	31,858	580,149	540,575	(i)	508,717	4,768	295,218	18,530	49,675
Paints and varnishes	152,994	1,800,025	1,625,418	(i)	1,472,424	28,788	748,092	23,311	126,901
Paper—									
Printing paper	11,386,845	40,718,021	53,203,792	(i)	41,816,947	122,207	1,700,965	9,818,539	46,809,178
Wrapping paper	615,310	2,452,296	2,917,197	(i)	2,301,887	1,053	1,200,525	578,595	354,306
Other paper	684,741	5,995,478	7,132,430	(i)	6,447,689	387,558	1,912,087	169,225	3,203,855
Provisions—									
Butter	309,046	6,140,864	9,844,359	(i)	9,535,313	31,950	2,323,479	111,894	5,712,727
Cheese	18,868,785	35,223,983	36,336,863	(i)	17,468,078	18,533,880	25,720,370	187,335	1,575,264
Eggs	37,150	381,558	3,496,827	(i)	3,459,677		3,309,364	19,602	70,514
Lard	11,519	727,581	2,456,641	(i)	2,445,122	2,705	1,522,018	6,546	342,271
Provisions—*Con.*									
Meats—									
Bacon and hams	4,033,106	40,242,175	70,123,580	(i)	66,090,474	3,953,734	69,293,178	74,274	424,639
Beef	1,127,908	26,594,814	19,637,656	(i)	18,509,748	13,077	4,897,082	1,085,102	5,922,838
Canned meats	94,961	5,701,510	1,102,842	(i)	1,007,881	31,518	993,858	24,958	27,845
Pork	202,391	11,711,024	1,641,570	(i)	1,439,179	9,257	471,860	170,961	565,074
Other meats	356,486	1,340,638	3,655,586	(i)	3,299,100	95,811	1,408,519	205,676	1,538,669
Rags and waste	820,644	611,285	1,633,179	(i)	812,535	287,837	684,657	514,179	934,213
Sails, awnings and tarpaulins	1,692	275,060	9,216	(i)	7,524	209	1,515	1,096	1,825
Sausage casings	366,931	814,017	564,222	(i)	197,291	32,972	118,477	181,488	298,389
Seeds—									
Clover	1,094,330	3,361,170	4,314,341	(i)	3,220,011	226,222	694,760	798,771	3,583,510
Flax seed	24,816,333	7,759,852	5,395,675	(d)	19,420,658	10,482,556	670,677	11,910,681	4,714,919
Other seeds	165,339	155,063	205,375	(i)	40,036	10,460	5,404	116,571	193,251
Settler's effects	2,841,408	4,391,278	7,631,498	(i)	4,790,090	264,047	788,967	2,480,156	6,587,817
Soap	27,400	560,025	1,000,722	(i)	973,322	9,513	219,165	646	3,886
Stationery	67,211	218,791	276,224	(i)	209,013	12,326	140,899	13,476	20,070
Spirits—									
Whiskey	1,038,365	1,178,848	1,504,132	(i)	465,767	29,719	750,078	841,043	5,374
Other spirits	260,163	1,191,917	3,275,277	(i)	3,015,114	77,892	2,402,741	2,730	664,021
Stone, marble and slate	1,216,736	1,733,524	1,276,002	(i)	59,266	550	57,925	1,213,068	1,187,390
Sugar and molasses	220,098	3,207,549	30,695,005	(i)	30,474,907	9,878	17,625,344	173,634	1,956,595
Tobacco—									
Cigarettes	203	4,549,798	3,324,055	(i)	3,323,852		2,586,913	172	1,002
Other tobacco	130,957	844,737	364,126	(i)	233,169	2,638	303,334	73,728	29,506

3.—Principal Classes of Canadian Goods Exported, etc.—*Continued.*

Articles Exported.	Exports Canadian Produce (Mdse.).			Increase (*a*), Decrease (*d*), 1920 compared with 1914.	Exports to United Kingdom.		Exports to United States.	
	1914.	1919.	1920.		1914.	1920.	1914.	1920.
	$	$	$	$	$	$	$	$
Vegetables—								
Canned vegetables	17,655	9,154,622	1,527,202	(*i*) 1,509,547	7,194	1,360,419	3,708	41,274
Potatoes	1,127,541	2,832,350	8,039,107	(*i*) 6,911,566	13		434,956	6,849,405
Other vegetables	433,061	854,450	2,090,174	(*i*) 1,657,113	195	8	412,414	1,830,320
Vehicles—								
Automobiles	3,571,862	7,303,678	14,883,607	(*i*) 11,311,745	320,407	1,394,314	138,978	94,973
Auto parts	235,857	1,552,296	3,097,466	(*i*) 2,861,609	1,895	1,933,265	36,341	352,471
Other vehicles	206,854	18,477,229	2,926,620	(*i*) 2,719,766	7,228	59,801	52,054	1,006,363
Vessels	138,038	21,488,380	50,398,862	(*i*) 50,260,824	200	19,828,274	25,895	130,428
Wood—								
Logs	818,389	510,272	1,819,083	(*i*) 1,000,694	107,736	269,667	710,506	1,522,979
Lumber—								
Planks and boards	29,047,752	40,740,954	75,216,193	(*i*) 46,163,441	9,661,289	26,996,484	16,714,567	44,874,541
Shingles	1,775,619	5,995,353	10,848,602	(*i*) 9,072,983	292	2,722	1,738,879	10,775,018
Other lumber	2,449,505	5,580,214	4,985,769	(*i*) 2,536,264	350,114	585,811	1,994,910	4,224,734
Pulp wood	7,388,770	15,386,600	8,454,803	(*i*) 1,066,033			7,388,770	8,454,803
Timber, square	536,195	1,402,871	2,148,162	(*i*) 1,611,967	507,567	1,272,174	11,924	103,795
Wood pulp—								
Chemically prepared	2,923,083	30,226,856	33,000,063	(*i*) 30,076,980	5,412	3,212,119	2,660,013	25,550,882
Mechanically ground	3,441,741	4,479,915	8,383,419	(*i*) 4,941,678	1,162,470	1,802,281	2,253,621	5,765,871
Other wood	1,607,432	1,928,053	5,167,368	(*i*) 3,559,936	295,699	2,748,892	881,172	1,659,089
Wool—								
Wool, raw	648,675	3,302,846	5,472,236	(*i*) 4,823,561	93,330	149,237	552,610	5,293,522
Woollens	81,555	3,518,850	5,481,202	(*i*) 5,399,647	26,542	426,626	27,800	272,879
All other goods exported	2,538,121	10,322,668	12,109,260	(*i*) 9,571,139	538,023	2,573,844	2,656,347	6,865,431
Total Exports	431,588,439	1,216,443,806	1,239,492,098	(*i*) 807,903,659	215,253,969	489,151,806	163,372,825	464,029,014

BRAZIL AND ITS FOREIGN TRADE.*

Trade Commissioner G. B. Johnson.

II.

CHARACTER OF THE BRAZILIAN MARKET.

Rio de Janeiro, May 31, 1920.—The relative importance and future potentiality to Canadian manufacturers and exporters of the Brazil market is a matter of the first consequence. Its relative importance among the nations of South America will be better understood when it is stated that Brazil is the largest South American exporter to the United States and the second largest importer. In the first nine months of 1919 Brazil's exports to the United States exceeded those of Argentina by $29,000,000 and those of Chile by $119,000,000. Her imports from the United States during this period were $30,000,000 less than Argentina, but exceeded those of Chile by $55,000,000.

Brazil's imports from all countries in millions of dollars from 1911 onwards are shown as follows:—

1911.	1912.	1913.	1916.	1917.	1918.	1919.
198	237	251	202	209	247	333

The reduced imports of 1916 and 1917 are of course due to the war-time conditions, when the usual sources were cut off. The high figures for 1919 correspond to high post-war prices and not to pre-war volume. The deadweight tonnage of Brazil's imports for 1913 was 5,873,000, whereas in 1919 the total was only 2,779,000, or 47 per cent of the imports of the last year before the war.

A general idea of the country's requirements may be gained from the following percentages of the various classes of imports over a period of years taken from official figures:—

	1913. p.c.	1917. p.c.	1919. p.c.
Animals	0·9	0·2	0·05
Raw materials for use in manufacture	20·9	30·2	27
Manufactured goods	56·1	46·3	49
Foodstuffs	22·5	23·3	23·5

Raw materials imported in largest amounts consist of building materials, iron and steel, substances for making soap and perfumery, leather and cotton. Manufactured goods imported in largest quantities are iron and steel, machinery, tools, cotton goods, paper, and chemicals. Foodstuffs imported in largest quantities are wheat and flour, beverages, canned goods and extracts.

EXPORTS.

Brazil buys her imports with exports of raw materials and foodstuffs. The following figures in millions of dollars indicate the exports:—

1911.	1912.	1913.	1916.	1917.	1918.	1919.
250	279	245	284	298	284	544

The official statistical reports divide these exports into three main groups: (1) animal and animal products; (2) minerals and mineral products; (3) vegetables and vegetal products. The third class has always been the most important, but it is interesting to note that the war gave an increasing importance to the other two classes.

* The first portion of this report was published in the last number of the *Weekly Bulletin* (No. 856).

Class 1.—Animals and Animal Products.

Seven products are enumerated as of primary importance, namely: lard, canned meat, frozen meat, hides, wool, skins, and jerked beef. With the exception of frozen beef, the exports of all these commodities in 1919 show an increase over 1918. Exports of hides and skins reached a total of 62,346 metric tons in 1919, while for 1916 they were 57,341 tons, the highest figure previously recorded. An interesting fact of the past three years was the entry into European markets of Brazilian lard. From 4 metric tons in 1916 the exports rose to 20,028 tons in 1919. This has acted as a decided stimulus to hog-raising in Brazil, and strengthens the propaganda in which the rapidly growing meat packing industry is active.

The official figures show that the unspecified items under ""various" in this classification of animals and animal products rose in volume from 12,281 metric tons in 1913 to 32,536 tons in 1919, a significant item showing a steady growth in the export of commodities new to Brazil's foreign trade and a tendency to diversity of production. Such a growth continually expanding will have a tendency to reduce the liability to economic crises due to dependence in the past on three or four staple exports.

The most important products covered by the heading "various" in this general classification are, in the range of export value: tallow, butter, beef extract, frozen pork, beeswax, horse hair, leather manufactures, and horns.

The value of the principal animal products exported from Brazil in 1918 and 1919 are shown in the following table, the figures being in millions of dollars:—

	1918.	1919.
Lard	6.5	9.9
Canned meat	6.5	10.5
Frozen meat	15.1	15.0
Hides	18.8	25.1
Wool	1.5	2.8
Skins	3.0	12.7
Jerked beef	1.8	1.9
Tallow	0.17	2.2
Butter	0.07	0.37
Beef extract	0.22	0.32
Frozen pork	....	0.28
Beeswax	0.09	0.11
Horse hair	0.07	0.1
Leather manufactures	....	0.07
Horns	0.06	0.08

Class II.—Minerals and Mineral Products.

Brazil has never been a large exporter of minerals until war conditions caused a heavy exportation of manganese to the United States for use in the manufacture of steel.

In 1918 the figures were 393,388 metric tons, and in 1919, 205,725.

Class III.—Vegetables and Vegetable Products.

This group embraces the bulk of Brazilian exports, and coffee and rubber, which still form the most important items, formerly made up together the greater part of Brazilian exports. Official statistics indicate the increasing diversification of Brazilian production in this group, as in group I. In 1913, of a total of 1,191,184 metric tons exported, only 345,604 tons made up the volume of exports other than coffee and rubber. In 1919 the gross exports other than these two staples had increased to 670,125 tons.

In this group the official value of exports in 1919 increased by about 112 per cent over 1918 and about 100 per cent over 1913. This was due chiefly to the rise in the

market value of coffee, which leaped from 46$000 (46 milreis, equal to $11.50 at 4$000 per dollar) per bag in 1913, and 47$000 per bag in 1918 to 95$000 per bag of 60 kilos. in 1919.

In the five years preceding 1919 coffee supplied 40·8 per cent of the total volume of exports and 53·6 per cent of total value; in 1919 the figures were respectively 40·7 per cent for volume and 56·3 per cent for value.

In 1919 there was a slight revival in rubber over 1918, but in general pessimism reigns in this industry, which finds difficulty in competing with plantation rubber from Ceylon and the Straits Settlements.

The other items listed under Group III are cotton, rice, sugar, potatoes, cocoa, carnauba wax, mandioca meal, beans, table fruits, oil seeds, tobacco, matté, timber, corn, oils and "various" products. The fact that the export value of these items rose from 145,724 contos of reis (25 cents per milreis or $250 per conto) in 1915 to 480,332 contos in 1919 shows that, notwithstanding the rise in prices, an increasing diversity of production is taking place in Brazil, and entire dependence on three or four staples no longer rules.

The following table shows values in millions of dollars for 1918 and 1919, conversion being at the rate of 4 milreis to the dollar:—

	1918.	1919.
Cotton	2.4	9.1
Rice	4.6	4.8
Sugar	25.1	14.4
Potatoes	0.21	0.01
Rubber	18.4	26.3
Cocoa	9.9	23.3
Coffee	88.1	306.6
Carnauba wax	5.1	5.1
Mandioca meal	7.6	1.7
Beans	7.8	5.2
Table fruits	0.7	0.68
Oil seeds	3.9	11.0
Tobacco	10.7	18.0
Matte	9.9	13.1
Timber (woods)	5.2	3.3
Corn	0.8	0.2
Oils	4.1	1.9
Various	9.1	7.7

TRADE BALANCE.

The visible trade balance in millions of dollars over a period of years showing the excess of exports over imports, +, and of imports over exports, —, was as follows:—

1911.	1912.	1913.	1916.	1917.	1918.	1919.
+52.5	+42.1	—6.5	+81.5	+88.6	+36.6	+211.1

The excess of exports over imports indicates a healthy condition, inasmuch as Brazil, being a young (economically) and debtor country, must use exports to pay not only for imports but the interest on her foreign debts.

FUTURE MARKETS.

Agriculture is of course the principal source of wealth in Brazil. Industrial development is in its infancy. The war gave an impetus to industrial development and the statistics for 1918, which have grown considerably since, show that the number of factories was 3,258, the capital invested $166,394,000, the value of production $185,384,000, and the number of operatives 151,841.

A large share of the industrial capitalization is in cotton spinning mills. In the following manufactures domestic production has increased to the point of placing the country independent of imports of poorer quality: hats, shoes, cheap cotton textiles,

wall paper and wrapping paper, fibre rope and bagging, nails (except horseshoe and fancy types), iron and tin kitchen utensils (raw material imported), rough paints, woodenware and wooden furniture, cheese, corn, alfalfa, tobacco, and matches.

Potentially therefore the Brazilian market for imported manufactured goods is one of the largest in the world. The war time industrial development has closed the market for a few classes of goods only and has augmented the demand for imported machinery and partly manufactured material for use in industries. Tools and equipment for use in development of natural resources will be especially needed. These resources include all the elements for the foundation of a great agricultural and industrial nation. They are: an enormous area of fertile soil and forests, rich mineral deposits, a favourable climate in the entire central and southern sections, navigable rivers and harbours, and an abundance of water-power.

PRESENT FAVOURABLE OPPORTUNITIES FOR CANADIAN PRODUCTS.

In Brazil a large bulk of the import operations is in the hands of old-established and generally wealthy English firms, who often pay cash for their foreign purchases, and extend the usual ninety days' credit to their own customers in Brazil. They also as a rule do a commission business. They are of the usual type of prosperous reliable English houses, and it is a gratifying fact that whenever possible they will in most cases prefer to make their purchases from Canadian manufacturers than from a country not under the British flag. Canada is the great British power of the American continent. English business men in South America, while not propagandists in the accepted sense, nevertheless will support every legitimate effort to increase Canadian, and therefore British, prestige on this continent, and in the practical British fashion they are doing and will do so by meeting Canadian manufacturers more than half-way. What will Canadian manufacturers, even those pressed with domestic orders, do to meet this advantage?

They will, if alive to the necessity for future overseas markets, make a determined effort to enter this field at this favourable time, even if domestic demands are pressing. In the latter case, reserving a portion of the factory output, say 10 per cent or 20 per cent, for overseas markets, whatever the demands at home may be, would seem to be ordinary business acumen, concerned with something beyond this year's or next year's dividends. In this connection it will be of interest to quote the remarks recently addressed to the present writer by a young Canadian who has lived in Latin-America for many years, and who is interested, partriotically as well as personally, in a flow of Canadian products to Brazil. He says:—

> The three companies above mentioned (Canadian companies of the first importance) say that they are full up with domestic orders and cannot therefore enter the South American market at present. When, however, conditions in the Dominion again become normal, they will want to come into this continent's markets with a blare of trumpets and flying colours, hoping to get a share of the business without having done any of the necessary spadework. This spadework consists in having a representative already on the ground looking over the field, studying future clients' wants, and booking orders for future delivery on the resumption of normal conditions. In my humble opinion the latter state of affairs will occur in a comparatively short space of time. I saw, if I am not mistaken, in the *Weekly Bulletin* published at Ottawa that even Belgian factories were already turning out 90 per cent of their output. Consequently the United States, Great Britain, France, and Germany are doing as well if not better. In Rio one has to be blind not to notice the ever-increasing number of German travelling men who are carefully going over the ground with their eyes on future trade possibilities. These men congregate as a rule in the Bar Brahma and Americano, where one can hear five times

more German than English. I simply mention these facts to show that the time is by no means too early for good Canadian concerns to have live men here so that they may have their finger in the pie when in a position to fill orders.

A total neglect of the foreign markets at a time when the home market can easily absorb the whole output is a mistake for manufacturers who desire an export trade during periods when production exceeds home consumption. For a country like Canada, comparatively unknown as a producer of manufactured goods, the time for the preliminary work and introduction of Canadian products is at a time like the present, when the world is being scoured for products of all kinds, and a kindlier eye than usual is being turned to any country that can help to supply demands.

Note.—The March and April numbers of the Bulletin issued by the National City Bank of New York in Rio de Janeiro contain a long and informative article on the "Distribution of Imported Goods in Brazil." The statistics and much of the form and information of the present report have been adapted by abridgment from that article.

DEMAND FOR STEEL RAILS IN BRAZIL.

Mr. Gordon B. Johnson, Canadian Government Trade Commissioner in Rio de Janeiro, Brazil, reports that quotations are desired for new steel rails 50 pounds per yard and accessories for the Brazilian Government. Thirteen thousand tons will be required this year.

CONDITION OF SMALL FRUITS IN HOLLAND.

The following translation of a report on the condition of the small fruits in Holland as at May 20, by the Agricultural Department of the Dutch Ministry of Agriculture, Industry and Trade, has been sent by Trade Commissioner A. Stuart Bleakney, Rotterdam:—

The fine weather during the month of April has advanced the bloom, but the comparatively low temperature during the last few days has caused in some districts slight damage to the fruits just set. The strong wind affected the currants especially, while the night frosts, particularly one which occurred on May 10, injured the fruit to some extent. As a result the yield will probably not be so good as was expected in the beginning. From different fruit-growing districts reports are received regarding considerable damage caused by insects. In several places of the province of Zeeland the mildew has appeared in the gooseberries. Reports from this province also state that the red currant bushes do not bud out. The mildew also causes much damage to the gooseberries in the "Neder Betuwe" (Gelderland).

Early Cherries.—The condition of early cherries is on the whole good, in a few districts very good, although some districts report a moderate crop.

Late Cherries.—The condition of late cherries ranges from fair to very good.

Red and White Currants, are on the whole, good. In some localities the condition is very good, while in one district it is even excellent.

Black Currants.—In the principal districts where black currants are grown the condition is generally good to very good. In one important district the black currants are excellent.

Gooseberries.—In most districts the condition may be termed good to very good. In some places the condition is fairly good.

Raspberries.—With the exception of a few districts where raspberries are only moderate to fair, the condition is good everywhere else.

Morellos are generally very good; only in two districts the condition is moderate.

COMMERCIAL NEWS FROM HOLLAND.

TRADE COMMISSIONER A. STUART BLEAKNEY.

Trade Register of Dutch Firms.

Rotterdam, June 2, 1920.—By Act of Parliament, July 26, 1918, all Dutch business concerns must furnish certain information to district chambers of commerce.

The following information must be supplied by traders:—

1. Name, Christian name and residence.
2. Place and date of birth.
3. Nationality.
4. Name under which business is carried on.
5. Line of business.
6. Where business is located.
7. Authorized signatures.
8. Names of part owners and shares held.
9. Marriage settlements.
10. For minors authority to make business engagements.

Various other information is required from firms, limited liability companies, joint stock companies with regard to personnel, capitalization, shares paid up and otherwise, and general information relating to the soundness of the company.

The regulations apply to foreigners and foreign firms or companies, and all changes must be communicated to the chambers of commerce.

This information is to be available to the public free of charge. Extracts will be given by the secretary on application.

There is a penalty for incorrect statements of a maximum of one year's imprisonment or 1,000 guilders fine. Such incorrect statement is a criminal offence. For non-registration a maximum fine of 2,000 guilders is charged. This is a civil offence.

The time set for registration is January, 1921.

Exhibitions, Congresses and Fairs to be Held in Holland.

In regard to the following exhibitions and fairs further information can be supplied by the Secretariat of the Dutch Association of Exhibition-interests, Bezuidenhoutsche weg 30, the Hague.

Months, 1920.	Places.	Nature.
August 12-September 15	Amsterdam	International Moving-picture Exhibition.
August 15-September 15	Leeuwarden	Electricity Exhibition.
August 16-31	The Hague	Hygiene Exhibition.
August 23-29	Arnhem	Agricultural Week.
August 28-September 24	Amsterdam	International Exhibition for the Hotel, Restaurant and Café Branch.
September 15-19	Arnhem	Exhibition of Fire Brigades.
October-November		Exhibition of marionets, toys and games.

Large Shipping Combine in Holland.

A number of the principal ship-owing companies in Holland have formed a combine for the purpose of operating regular steamship services between the different parts of the world.

The new enterprise is called "Vereenigde Nederlandsche Scheepvaart Maatschappy" (United Dutch Navigation Company), and includes the following companies:—

Stoomvaart Maatschappy "Nederland," Amsterdam ("Nederland" Steam Navigation Co.).

Koninklyke Nederlandsche Stoomboot Maatschappy, Amsterdam (Royal Netherlands Steamship Co.).

Java-China-Japan Line, Amsterdam.

Koninklyke Pakketvaart Maatschappy, Amsterdam (Royal Packet Navigation Co.).

Holland-America Line, Rotterdam.

Rotterdamsche Lloyd, Rotterdam (Rotterdam Lloyd).

Stoomvaart Maatschappy "de Maas," Rotterdam (Steam Navigation Co., "de Maas").

Van Nievelt, Goudriaan & Co's. Stoomvaart Maatschappy, Rotterdam (Van Nievelt, Goudriaan & Co's. Steam Navigation Co.).

Through the formation of this association, uniformity has been introduced in the different plans prepared, and partly executed, by the various companies, for opening different services to East Asia, British India, Australia, Africa, etc.

Besides their own name the company will also bear the names by which their different services will be indicated, such as: Holland-East Asia Line, Holland-British-India Line, Holland-Australia Line, Holland-Africa Line.

The capital amounts to guilden 200,000,000, of which half has been subscribed and paid up.

The seat of the company will be The Hague. The Board of Directors is formed by the above companies, and a president to be appointed afterwards.

The company have already identified themselves with the Straits, China and Japan Conference.

Dutch Cement Industry.

According to the *Nieuwe Rotterdamsche Courant,* the want of cement is steadily increasing and prices are continually going up. Some time ago the Minister of Agriculture, Industry and Trade appointed a commission to study the problem and the possibility of establishing a cement industry in the province of Limburg.

It is understood that the commission will shortly make a proposition to the minister regarding the establishment of a Government cement industry. The commission is of opinion that something must and can be done in this matter as soon as possible.

Paper Crisis.

The *Nieuwe Rotterdam Courant* states that last week the Association of Newspaper Directors held a meeting in connection with the serious situation in the newspaper industry caused by the abnormal rise of paper prices.

At the meeting many paper men stated that the cost of paper for their journal exceeded the net selling price considerably. It was alleged that without taking drastic measures many papers would be ruined.

It was decided unanimously to take joint action in the matter probably resulting in a restriction on the paper consumption and an increase of rates for subscription and advertisements.

High Prices in Holland.

Commercial travellers visiting Holland will find prices extremely high. This fact is perhaps worth pointing out, as an impression still seems to survive from pre-war days that Holland is a country of low prices. It is possible that this impression has deterred some Canadian firms from investigating this market.

The point that will be forcibly impressed on travellers here is that whereas prices have risen in Holland simultaneously with those in other European countries, the guilder has not depreciated and the dollar goes no farther than it did in 1914. For instance, one can stay at a hotel in Brussels for about half of what is charged in Rotterdam, in dollars. From the Canadian exporter's point of view of course this high price level is an advantage apart from his travellers expense accounts.

During 1919 and this year, as figures submitted from time to time for publication, will show, Holland has imported great quantities of goods from the United States; no exact totals are yet available. These goods are selling here at prices much higher than those current in the United States. One would expect that German exports to Holland would bring down prices. The fears of Dutch manufacturers previously mentioned in these notes of such general dumping have not materialized to an extent to call for comment.

Statistics of cost of living are in many cases misleading. The following table is however submitted as indicating the rise in prices in Holland.

INDEX NUMBERS OF RETAIL PRICES OF NECESSARIES OF LIFE AT AMSTERDAM DURING THE YEARS 1913 TO 1919 INCLUSIVE AND THE MONTHS OF JANUARY, 1919 AND 1920.

Years.	Bread.	Other farinaceous and cereal products.	Milk and cheese.	Meat.	Fats.	Groceries and luxury articles.	Calculated average for all articles.
Price in 1913 fixed at	100.	100.	100.	100.	100.	100.	100.
1914..	106.5	107.1	103.0	99.6	103.8	100.2	103.0
1915..	121.0	132.7	108.7	116.6	124.1	112.2	117.2
1916..	115.3	135.3	114.5	107.0	125.7	136.5	120.9
1917..	147.7	175.7	129.9	103.7	168.4	187.6	150.4
1918..	162.4	148.1	160.0	197.6	183.6	212.2	180.6
1919..	184.5	195.9	173.0	265.5	190.0	209.6	201.9
January 1919..	164.5	148.4	157.0	243.0	214.3	223.9	194.9
January 1920..	198.5	226.3	177.3	214.0	215.5	209.1	203.3

Pit Props in Demand.

According to *Handelsberichten* of May 13, the prices of wood remain high. It is expected that, owing to the prohibition of exports from Germany, oak and beech will become more expensive in this country. The price of pit props is also increasing; the demand is large and the market is only supplied to a limited extent. If no supplies from Germany and Russia arrive, there will in all likelihood be a great lack of pine pit props, and the need of home consumption can be met by Holland itself only for a few years.

Germany imported 904,603 kg. of sleepers in the first quarter of the present year, and Sweden 325,625 kg., giving a total of 1,230,228.

The Fuel Situation in Holland.

The undermentioned figures give a review of the fuel handled by the Government coal distribution office for the period April 1, 1916, to April 1, 1920, in tons of 1,000 kilogrammes:—

Imports of coal, coke and briquettes.	1916-17.	1917-18.	1918-19.	1919-20.
Germany.	3,377,533	2,701,110	735,100	1,230,000
England..	1,295,722	261,012	92,376	411,200
Belgium..	619,439	169,877	35,680	1,293,000
United States and Canada.	.....	.....	84,491	694,400
Total..	5,292,694	3,131,999	947,647	3,628,600

The coal shipments from the Dutch Limburg mines amounted, in tons of 1,000 kilogrammes, to:—

	1916-17.	1917-18.	1918-19.	1919-20.
Coal..	2,553,577	2,981,318	3,210,149	3,251,400
Brown coal..	.....	46,053	526,886	439,250
	2,553,577	3,027,371	3,737,035	3,690,650
Shipments of peat..	400,000	450,000	650,000	650,000

The import of coal into Holland is controlled by the Dutch Government, which operates through licensed dealers. The address of the Government office is: Rykskolen Distribute, Javastraat, 44, The Hague. Cable address: Kodibu, The Hague.

The Dutch Government coal office will be glad to receive the following information from Canadian coal exporters:—

1. Record of analysis (ash and volatile contents).
2. F.o.b. Canadian port prices or c.i.f. Rotterdam prices.
3. Whether bottoms supplied or not.
4. Quantity available for export.

American deliveries have been made in two or three weeks, prices varying around $26 American, c.i.f. Rotterdam.

REVIEW OF DUTCH IMPORT TRADE FOR APRIL, 1920.

Trade Commissioner A. Stuart Bleakney.

Rotterdam, June 7, 1920.—The balance of trade in Holland has undergone a marked change in the month of April, 1920. Imports as well as exports increased to a considerable extent in comparison with March, 1920. The value of imports rose from 188,000,000 to 204,000,000 gulden; the value of exports increased from 68,000,000 to 99,000,000 gulden. At the same time the import balance decreased to 104,000,000 gulden, averaging during the first quarter of 1920, 120,000,000 guilders per month.

As there is at the same time only a very small decrease to be noticed in the quantities imported and exported, about 30,000 tons in a total in March, 1920, of 1,288,000 tons—the influence of the recovery of the exchange in April must have been very considerable. It neutralized not only the effects of the Dutch dock strike, but also brought about a more favourable balance in the trade movement.

The increased total trade of 18 per cent in the trade of April over March cannot be attributed to the general rise in prices, as the index figures of the *Economist* point to more stable price levels.

Holland imported 1,000,000 gulden more of pork and bacon and 1·4 million more of wool. The arrivals of grain were considerably larger, as the following figures show:—

Wheat	31	million kilogrammes	in April	against	6.5	million	in March.
Maize	33	"	"	"	19.5	"	"
Oats	4.7	"	"	"	1.4	"	"

The import of oil flaxseed was 1·1 million kg. more; that of linseed cake was insignificant, 1·7 million kg. against 17·5 million kg. in March.

The imports of coal were lower—219 million kg. in March against 177 million kg. in April. The somewhat larger imports of coke and briquettes could not make up for this decrease. It is noteworthy that Germany supplied 164 million kg. in March and 75 million kg. in April; the United States, respectively, 35 and 73 million kg. of coal.

The arrivals of artificial fertilizers were 10 million kg. more; of Chile saltpetre, 32 million kg. more; while potash fertilizers decreased by 20 million kg. The import of pig-iron was practically at a standstill; also, iron products decreased from 83 million in March to 20 million kg. in April.

Holland received more than 2·5 million gulden of silver bars from Germany. The import of soda and potash was smaller (1 million kg.). Arrivals of edible oils were 3·5 million kg. lower. Imports of petroleum increased by 4 million kg.; of benzine, from ¾ to 8 million kg.; of petroleum residue, including liquid fuel, from 10·5 to 25·5; and of pitch, from 2·3 to 10·5 million kg.

The arrivals of wood remained constant, except that suitable for paper-making, which fell from 3·9 to 1·3 million kg., against which there is no increase of pulp.

Hides, skins and leather arrived in smaller quantities, but at higher prices. The imports of drygoods and clothing were larger. Paper came in smaller quantities. Coffee was as little imported as in March. The figures for coffee stood at about the same as March, a little more tea was released from bond, as was cane sugar (0·5 million kg.), while the import of tobacco decreased considerably (3·5 against 2·3 million kg.). The import of cigarettes remains large (4·8 million kg. during four months).

There was a decreased import of all kinds of machinery, implements, and tools.

BALANCE OF TRADE.

The following statistics of trade are from Dutch official sources:—

	April, 1920. Gulden.	January-March, 1920 Gulden.	January-April, 1920. Gulden.
Total imports	203,592,808	677,714,796	881,307,604
Total exports	99,448,337	317,483,760	416,932,097
Excess imports (not including coin and bullion)	104,144,471	360,231,036	464,375,507

Since January 1, 1920, a change has been introduced into the method of presenting Dutch trade returns. Before that date goods entering bonded warehouses in Holland were included in the imports as well as being separately listed in the bonded goods figures. This year goods in Dutch bonded warehouses are not included with direct imports till released, being shown only in their own section, thus giving a false impression of falling off in direct imports this year.

COMMERCIAL NOTES FROM NORWAY.

Exports and Imports of Norway, January to March.

Christiania, June 4, 1920.—The trade paper *Fermand* gives the following statistics for the articles mentioned below:—

The imports of meats and grains have been considerably greater than last year, and—a few sorts of grain excepted—the quantities imported are far greater than normal.

	1920. Metric tons.	1919. Metric tons.	1913. Metric tons.
Meat, unsmoked, carcases	4,227	361	882
Meat, unsmoked, otherwise	1,352	2,239	299
Pork, otherwise	1,808	112	1,080
Cheese	646	2	71
Butter	801	49	50
Barley	486	.....	1,815
Rye	14,438	7,661	42,828
Wheat	23,642	20,706	5,039
Rye flour	2,370	.....	12,101
Wheat flour	131	484	17,642

The supplies of machines, especially automatic machines, have been ample. The increase is partly caused by the advanced prices, but the quantities have also increased.

	1920.	1919.	1913.
	Values in 1,000 Kroners.		
Automobiles, motor cars	7,778	445	30
Machines, total	22,002	18,143	5,847
Technical measuring and controlling apparatus	622	664	170

The exports of paper and chemical wood-pulp are very satisfactory, while the export of wood-pulp is somewhat less than normal.

	1920. Metric tons.	1919. Metric tons.	1913. Metric tons.
Printing paper	31,620	16,568	20,479
Packing paper	19,487	12,283	19,139
Wood cardboard	3,055	1,632	773
Wood-pulp, dry	1,167	7,327	5,017
Wood-pulp, wet	107,098	89,670	136,507
Chemical pulp, dry	66,990	30,238	53,541
Chemical pulp, wet	251	20	372

The Wood Trade.

The British market remains somewhat weak, and although the prices have not been declining, there is little business doing. On the other hand, there has been a livelier demand from the colonies, and in these markets prices have shown a rising tendency.

Pulp and Paper.

The general position in these markets is one of firmness under the influence of a lively demand. The mills are, however ,maintaining a reserved attitude owing to the unsettled conditions in the Norwegian labour market, and also owing to the prevailing uncertainty as to the possibility of securing coal. Inquiries are at present being made in America as to the prospects of securing supplies of coal from this part of the world, as conditions in England seem to be more and more doubtful in this respect.

Fish and Oil Trade.

The Finmarken cod fishery for the week ending May 22 yielded generally very poor returns for the various centres. The total quantity amounted to 3,442,000 cod, as compared with 8,415,000 up to the corresponding date last year. During the first half of the week a great number of fishermen left the district, but during the latter half a number of new boats brought the total figure up to 2,189 boats, as compared with 2,745 boats last year.

The average yield of the cod fisheries for the whole country up to the end of the week amounts to 32·7 millions, as compared with 25·7 and 18·9 millions at the corresponding dates of 1919 and 1918 respectively.

The Bank fishery off Aalesund was badly hampered last week by boisterous weather, and as a consequence the returns were scarce.

The Freight Market.

Freights out from East Norway are very firm, and a couple of steamers have just been fixed with kulskarp and mining timber East Norway/E.C.C.P. at $36.67, $37.33. The quotations are:—

Timber.—East Norway/E.C.C.P., props, $33.33/34.67 from 400 up to 600 stdrs., and $36 up to 300 stdrs. East Norway/E.C.C.P., kulskarp and mining timber, $36.67, $37.33. Trondhjemsfjord/Manchester, planed boards, $53.33/56. Trondhjemsfjord/E.C.C.P., props, $37.33/40. Narvik/E.C.C.P., dbb., $48.

Ice.—Christianiafjord/Hull, $13.33 per discharged ton.

Wet pulp.—Namsos/Rouen, $13.33; Narvik/London, $16.

The Baltic and White sea markets also seem to be in favour; as far as the latter is concerned, it may be mentioned as a characteristic feature that a 4,000-ton boat presently engaged for a round trip Tyne/Archangel, coal, has been guaranteed free of seizure and capture.

Regulations regarding Imports and Duties in Iceland.

According to law of March 8 a.c. the Government of Iceland may restrict or even prohibit the import of goods which are considered to be of no use to the country, and the Government decides which goods are to be considered as such. The Government has accordingly established an import committee, and no goods are now allowed to be imported into the country without a license from the import committee. For the import permission ¼ per cent of the invoice value must be paid. The import committee also acts as exchange value board.

TRADE STATISTICS OF FRANCE FOR JANUARY.

Trade Commissioner Hercule Barré.

Paris, May 21, 1920.—The following are the statistics of imports and exports in France for the month of January, 1920:—

	Importations (in 1,000 francs). 1920.	1919.	Difference with 1919.
Alimentary products	538,365	423,230	115,135
Raw materials	945,410	642,861	342,549
Manufactured articles	478,408	452,370	26,038
Total	2,002,138	1,518,461	483,722
Gold and silver	3,131	3,895	763
	Exportations (in 1,000 francs).		
Alimentary products	84,561	29,450	55,111
Raw materials	187,626	51,362	136,264
Manufactured articles	415,007	232,959	182,048
Parcel post	35,204	33,689	1,515
Total	722,398	347,460	374,638
Gold and silver	9,181	823	8,358

These figures are very satisfactory although they are not as good as those for the month of December, 1919.

Exportations from France which were as low as 10 per cent of the importations in 1918 show an increase to 31 per cent in November, 1919, and they reached 56 per cent in December. Statistics for the month of January mark a decrease to 36 per cent.

ROUMANIAN CURRENCY REFORM.

Trade Commissioner L. D. Wilgress.

Bucharest, May 21, 1920.—The plan has now been settled for reforming the Roumanian currency and withdrawing from circulation the notes issued by the Germans during the occupation, as well as the crowns and roubles circulating in those parts of the country formerly belonging to Austria-Hungary and Russia. The first consignment of new notes ordered for this purpose at the National Bank of France has arrived at Bucharest and two further consignments are on the way. It is expected that the operation of the currency reform will commence on about August 1, 1920.

PAPER MONEY IN CIRCULATION.

There are four kinds of paper money at present circulating in Roumania:—

1. Notes of the Roumanian National Bank of issue.

2. Notes of the Banque Générale issued in lei by the Germans during the occupation, but stamped in 1919 by the Roumanian Government.

3. Crown notes of the Austro-Hungarian Bank circulating in Transylvania, Bucovina, Maramures, Crisana and Banat, but stamped by the Roumanian Government in 1919.

4. Roubles circulating in Bessarabia.

The first named notes of the Banque Nationale are estimated to amount to between 4,000,000,000, and 5,000,000,000 lei against which the bank holds a stock of treasure of 495,000,000 lei.

The Germans issued during their occupation of the country notes in lei of the Banque Générale Roumaine to an amount estimated at 2,136,000,000 lei. These notes state on their face to be guaranteed by the Imperial Bank of Germany. The Roumanian Government to prevent counterfeiting stamped these notes during the summer of 1919.

The notes in crowns of the Austro-Hungarian Bank circulating in Roumanian territory were also stamped by the Roumanian authorities in 1919 for the same reason and also as a protection against the smuggling of additional notes of the same bank from Hungary. It is only proposed to redeem rouble notes of the Romanoff and Lvov regimes circulating in Bessarabia. The total amount of crown and rouble notes circulating in Roumanian territory is estimated at prevailing rates of exchange to amount to about 5,000,000,000 lei. The official rate for stamped crowns is two crowns to one lei, but the question of the rate of exchange for rouble notes has not yet been settled.

It is seen that the paper money in circulation amounts to 11,000,000,000 lei, of which all but from 4,000,000,000 to 5,000,000,000 has to be redeemed. The circulation of bank notes in Roumania in 1915 was 672,702,589 lei, of which 84 per cent was secured by treasure. The par value of the Roumanian lei is the same as the French franc or 19·3 cents. The present exchange value of the lei is between two to two and a half cents.

REDEMPTION OF FOREIGN ISSUES.

The notes to be redeemed are to be exchanged for the new issues on the basis of an agreement between the Banque Nationale and the State. The bank has granted the Government a loan of 2,500,000,000 lei for this purpose. This loan will not bear interest, but the State will recompense the bank for the expenses of the redemption and manufacture of new issues. The notes are to be redeemed at the Banque Nationale and its branches and at the Ministry of Finance and its administrative offices throughout the country.

Notes of la Banque Nationale will be given in exchange for only 40 per cent of the value of the notes to be redeemed. For the remaining 60 per cent receipts will be given, which the State undertakes to redeem in cash bonds payable in legal tender after three to six months or through a loan or any other means which will be found convenient. This measure is rendered necessary owing to the fact that the 2,500,000,000 lei of new notes are not sufficient to redeem the full amount of foreign issues in circulation. The local press comment upon the measure as a forced loan rendered necessary by the urgency of solving the currency problem.

BELGIAN RAILWAY CONTRACTS.

(British Export Gazette.)

Some idea of the orders going forward for railway material in Belgium may be gained from the contracts for locomotives. No fewer than 450 are being ordered, including 100 from Belgian firms, 200 from Great Britain, 50 from Canada, and 100 from the United States. The British contract, we understand, is to be completed by about the end of the present month, but eighteen months is allowed to Belgian firms. Orders for 1,200 passenger coaches have also been placed and for a number of electric train coaches, but these are wholly with Belgian firms. The chief interest, however, in these contracts lies in the demonstration they afford of the rapidity with which Belgium is reorganizing itself and re-establishing its position in the industrial and commercial world.

INVOICE REQUIREMENTS AND CONSULAR REGULATIONS OF OTHER COUNTRIES.

Turkey.

The following information regarding the customs regulations of Turkey has been received from Captain C. H. Courthope-Munroe, Commercial Secretary, British High Commissioner's Office, Constantinople:—

There is no special way for compiling invoices by Canadian exporters to Turkey.

The Turkish customs have the right to call for original invoice if they require to do so. This invoice should bear the following signed certificate: "Je certifie que cette facture est la seule et originale delivrée par nous."

It is not necessary to furnish invoices or certificates signed by a consul of Turkey or other official in Canada.

No certificates showing the origin of goods are necessary, nor are there any customs regulations affecting the Canadian exporter governing bills of lading.

Regarding the marking of products, there are no regulations affecting the Canadian exporter; these may be marked as the exporter pleases.

With respect to goods sent from Canada by parcel post, the same regulations apply as to those sent from other countries.

A GREAT BANK'S WISE ADVISE.

A circular letter issued by the Canadian Bank of Commerce in reference to export trade, says:—

In connection with our policy of doing all in our power to develop the foreign trade of Canada, our representatives have recently visited Portugal, Spain, Italy, Switzerland, France, Belgium, Holland, Norway and Sweden and they are much impressed with the trade possibilities awaiting Canada in these countries, if our exporters will only make the necessary effort to secure the business. As we have pointed out before, the only satisfactory way to secure foreign trade is to send representatives abroad to study the peculiar requirements of each line of business, and to establish first-class foreign connections. Only a representative of the highest class should be sent on a mission of this kind and he should thoroughly understand his business and know his goods. He should also be prepared to supply samples free of charge—not ask the European house to pay for them, as has been done in some cases—so that others may call and inspect what they are asked to buy.

If a system of warehouses can be established at leading distributing centres, so that prompt deliveries can be made, it will be a most efficacious means of developing trade and ensuring its continuance. Numerous instances have come to the attention of our representatives in which prompt delivery was the deciding factor in securing business, and while this is particularly important at present owing to the scarcity of many kinds of goods, it is always an important factor in any selling campaign and should be given special attention.

Where goods are sold from samples, shippers must get away from the parochial method of quoting "f.o.b. Hamilton," "Sherbrooke," "St. John, N.B.", or as the case may be. Such a quotation means that the importer must ascertain the freight charges to the sea-board and across the ocean, not always an easy matter for him, whereas if he is quoted say "c.i.f. Christiania," "Antwerp," "Genoa," or as the case may be—which can easily be done—he knows exactly what the goods will cost laid down at his own seaport and will be much more likely to favour the Canadian firm with an order. It must be remembered that in order to place goods in new markets the seller must aim at simplifying the transaction from the importer's point of view—otherwise the business will go elsewhere.

Canada to-day occupies a unique position in the matter of foreign trade and in this connection we refer particularly to the very friendly feeling which exists abroad towards this country. When our representatives returned from Australia, New Zealand, China and Japan last year they laid particular stress on this, and apparently the same friendly feeling exists towards Canada in the countries which have just been visited on the Continent of Europe. Usually it takes a long time to attain such an attitude, but in our case it has come to us spontaneously, doubtless on account of the efforts made by Canada in the great war. Her soldiers and their heroic deeds have made the name of Canada famous throughout the world and this, with her natural resources, makes other countries expect great things of Canada in the reconstruction and future trade of the world. This distinctly friendly sentiment, an incalculable asset in business, must not be allowed to become extinct by inaction.

Our representatives report that again and again reputable houses abroad have commented upon the fact that while hundreds of representatives of firms from the United States have called upon them, they very seldom see a Canadian. Canadian manufacturers may argue that domestic trade is booming, that their plants are fully occupied and that it will be time enough to look for foreign trade when the home market is fully supplied, but by that time the foreign markets may also have been supplied by other countries, thus the market for the goods they would have liked to introduce will be taken away from them and years of energetic work may not suffice to give them a foothold. It is, therefore, important that Canadian manufacturers and dealers in raw materials should devote a portion of their organization to foreign trade and should either collectively or individually have representatives studying the peculiar requirements of each market in which their goods might be sold. If such action is taken and the greatest of care exercised in packing, shipping, and supplying only the finest quality of goods, it seems to use that Canada cannot but be successful in her efforts to secure foreign trade.

In some of the countries visited the exchange situation is such that no large volume of trade can be expected unless specially financed, and others are already fairly well stocked with certain kinds of merchandise but, if Canada is to become an important exporting country, the foundation for this must be laid now.

What should be aimed at is the formation of connections abroad which will be both direct and permanent. Canadian exporters are inclined to ship to the United States to obtain the benefit of the existing premium on exchange, entirely overlooking the fact that this same premium gives them an advantage over United States exporters in foreign markets by enabling them, price and quality being equal, to undersell their United States competitors, if so desired, to the extent of the premium. By thus dealing direct with foreign firms they would be building up their foreign connections and will make Canadian firms and brands of goods known as such in foreign markets, an object which it is highly desirable to attain.

The argument is put forward: "Why ship abroad when we can ship at once to the United States and know exactly what premium we will receive on our sales, while on the other hand, if we ship abroad, it may be three months before the relative payment arrives in New York and we are in the meantime subject to the vagaries of the exchange market?" Our answer to this is that some day the premium on United States funds will disappear and if Canadians have not established their position they will then be dependent on the United States and that country will have the connections abroad, so that when business slackens and there is not much demand for Canadian products across the border, they will be left out in the cold. We are not in any way unfriendly to the United States, in fact, we believe in selling that country everything possible in order to offset the $2,280,000,000 worth of goods purchased from them during the past three years, but we have in mind the similarity of the exports of the two countries and the fact that the time may come, as already intimated, when they will have a sufficient surplus to dispose of to enable them to fill the foreign demand, and we are merely pointing out that Canada, as a nation, should aim to do her business direct rather than through an intermediary.

If it is not desirable to sell on a c.i.f. basis in the currency of the country to which the goods are destined, they can be sold either on the basis of Canadian dollars, United States dollars, or pounds sterling. If sold in Canadian dollars, the attempt must not be made, as it has in some cases, to increase the price unduly to compensate for the fact that the goods are not paid for in United States dollars. In the majority of cases foreign merchants are much more familiar with exchange problems than are our own exporters and they must be given a fair deal in the matter of price, as well as quality, if this country is to do a lasting business.

When we expressed the hope in 1918 that aggressive action would be taken in the matter of export business, over twelve hundred firms intimated a desire to enter foreign markets; their names and the commodities they deal in have been placed in the hands of our friends and banking correspondents all over the world and we hope that this will lead to business being directed to some of them.

Indicative of the principal articles of trade in the countries our representatives visited we mention some of the commodities both imported and exported:—

Belgium.

Imports.—Animals, living (cattle and horses), apples, agricultural implements, animal fats, automobiles, asbestos, aluminum, butter, billets, boots and shoes, biscuits, cheese (Canadian highly regarded), copper, cotton goods, chemical products, condensed milk, dried fruits, dyes, fish (canned and salted), flour, furs, grain of all kinds, hides and skins, honey, heating apparatus, iron-ore, iron and steel (various kinds), kitchen utensils, lead, lumber, leather, meat and meat products, malt, machinery, machine tools, macaroni and vermicelli, nickel, oleomargarine, oil-cake, pressed fruits and jams, pulp and paper, rubber goods (belting and others), railway equipment, railway cars and locomotives, seed grains, tobacco, textile materials, woollen goods.

Exports.—Artificial silk, animal products, bulbs and plants, canned vegetables, cement, chemical products, chicory, coal, cotton manufactures, dyes, embroideries, fancy provisions, glass, glass-ware, fancy glass, plate glass, grapes, hides and skins, iron and steel of all kinds, laces, linen goods, mineral waters, parafin paper, pottery, straw hats, sugar, toilet articles, wool manufactures, zinc products.

France.

Imports.—Agricultural implements, animal fats, bread-stuffs (wheat, oats, flour, etc.), canned lobster, canned salmon, chemical products, coal, coke, copper, cutlery, dyes, engines, forage and bran, furs (undressed), hardware, hides and skins, iron and steel of various kinds, jams, lead, leather and manufactures thereof, lumber (not large at present), machinery, machine tools, mica, nickel, packing-house products, pulp and paper, raw cotton, sulphur, typewriters, vegetable oils, whalebone, wood articles, wood alcohol, zinc.

Exports.—Art works, automobiles, brooms and brushes, chinaware, cotton goods, cream of tartar, diamonds, dress-goods, embroideries, fabrics, fancy goods, fruits and nuts, furs (manufactured), glassware, glycerine (crude), gloves, hides and skins, jewellery, laces, macaroni and vermicelli, olive oil, patent medicines, perfumeries, precious stones and imitations, ribbons, sardines, silk goods, smoking perquisites, soap, toilet articles, velvets, velveteens and plush, walnuts, wines.

Holland.

Imports.—Agricultural implements, animal fats, antimony, apples, breakfast foods, canned fish, cattle feed, cement, chemicals, coal, copper, cotton goods, dried fruits, drugs, electrical supplies, fancy goods, fertilizers, fish oil, flour and bran, gas engines, grains, hand tools, hardware, hides and skins, iron, iron ore, iron and steel products (steel plates for ships of first importance), lead, leather articles, lime, lumber, nickel, machine tools, metals, packing-house products, paints (dry colours),

paper, resin, rubber goods and tires, rags, sausage casings, seeds, steam engines, spirits, tar and pitch, turpentine, vegetable oils, whale oil, wood alcohol, woollen goods, wood-pulp, zinc.

Exports.—Anchovies, beet sugar, bulbs and plants, butter, canned vegetables, cheese, chemical products, cigars, cocoa, cocoa-butter, condensed milk, copra, copper, diamonds, Dutch herring, flax seed, gin, glass bottles, hemp, eggs, manufactures of gold and silver, margarine, nursery stuffs, paper, potatoes and potato-flour, quinine, rubber, starch, sugar, superphosphate, tobacco, vessels.

Italy.

Imports.—Agricultural implements, animals (living), asbestos, bicycles, boots and shoes, cereals, flour and wheat, corn, rye, oats, barley, cheese, confectionery, coal (8/10 million tons annually), cotton (raw and manufactured), electrical apparatus, fish, furs, greases, hides and skins and manufactures thereof, hosiery, horses (about forty thousand annually), iron (also copper, lead, tin), scrap-iron, leather goods, lumber, meat and meat-products, musical instruments, needles and pins, paper and wood-pulp, wool and woollen goods.

Exports.—Aluminium, automobiles, bricks, buttons, butter and cheese (not now), calcium-citrate, cameos, cement, chemical products, cotton-yarn, cotton piece-goods, dried and preserved fruits, eggs, essences of oranges, pressed and canned vegetables, furniture and framework, gloves, hats (straw and felt), jams, macaroni and vermicelli, marble, olive oil, oranges and lemons, poultry, raw hemp, rice, silk and silk-yarns, silk piece-goods, sulphur, tartar, tomato sauce, works of art and reproductions, Italian wines.

Norway.

Imports.—Agricultural implements, boots and shoes, cement, chemicals, coal and coke, coffee, cotton, cotton goods, grain and flour (barley, wheat, rye), wheat flour, iron and steel products (pig-iron bars, rods and hoops, plates and sheets, pipes, tubes, etc.), leather, machinery, manufactured goods of various kinds, oil-cake, ships, sugar (raw and refined), tallow, oleomargarine, tools, wool and woollen goods.

Exports.—Aluminium, chemicals, dyes, drugs, copper, fish (canned fish, sardines, dried codfish, fresh fish to England), iron ore, iron nails and tacks, paper, iron pyrites, copper pyrites, timber, wood-pulp, zinc.

Portugal.

Imports.—Agricultural implements, animals (living), codfish, food products, machine tools, machinery, manufactured goods of various kinds, paper, textiles, wood-pulp.

Exports.—Canned sardines, cocoa, copper, cork, fruit, figs, almonds, nuts, olive oil, raw cotton, rubber, wines, wolfram.

Spain.

Imports.—Agricultural implements, animal fats, automobiles, asbestos, canned milk, chemicals, coal, codfish, cotton (raw), cutlery, drugs, electric fixtures, electric motors, fish, furs, hides (dressed), leather and leather goods, leather (imitation), locomotives, lumber, manufactured articles of various kinds, motor trucks, oils of all kinds, pulp and paper, rubber goods and tires, railway equipment, sausage casings, seeds, tools (machine and hand), umbrellas, wheat and corn.

Exports.—Copper, cork, cotton goods, fish (sardines), fruits and nuts, hemp products, hides and skins, iron ore, lead, olives and olive oil, raisins, rice, Spanish onions, Spanish wines, tanned skins, textiles, wool and woollen goods, zinc.

Sweden.

Imports.—Agricultural implements, bran, coal and coke, copper, coffee, cotton and cotton yarn, fish, grain and flour (wheat, oats, maize), hides and skins, iron and steel of various kinds (pig-iron, plates and sheets, rails, pipes and tubes), machinery, oils, oil-cake, rubber and rubber goods, ships, sugar, tallow, tobacco, wool and woollen goods, manufactured goods of various kinds.

Exports.—Bacon and ham, butter, fish, granite and building stone, iron ore, iron and steel (pig-iron, castings, billets, blooms, bar and angle, tool steel, wire, pipes and tubes), machinery (electric dynamos, motors, cream-separators, oil and gas engines, mowing-machines, wood and wood-working machines, telephone and telegraph apparatus), matches, paper, timber (all kinds), wood-pulp, zinc, glass, chaux.

Switzerland.

Imports.—Cattle, cereals and wheat, coal, copper, cotton-yarn, cotton goods, iron, leather, machinery, manufactured goods of various kinds, raw silks, raw cotton, wood manufactures.

Exports.—Aluminium, aniline colours, calcium, cheese, chocolates, condensed milk, cotton goods, embroideries, machinery (turbines, electrical machinery, etc.), silk goods, silk ribbons, straw goods, timber, watches, worked iron.

AUSTRALIAN CUSTOMS DECISIONS.

(British Board of Trade Journal.)

The British Board of Trade have received copy of the following customs by-laws, adding to the lists of articles which may be imported into the Commonwealth of Australia at the rates of duty leviable upon recognized "minor articles" and "machine tools" (as the case may be), viz:—

Minor Articles for Use in the Manufacture of Goods Within the Commonwealth.—By-Law No. 422.

The following item is added:—

Shaving brushes—
Bone handles for.

The rates of duty leviable on recognized "minor articles" are:—

Under the British Preferential Tariff, Free.
Under the General Tariff, 10 per cent *ad valorem.*

Machine Tools and Parts—By-Law No. 443.

The following item is added:—

Miscellaneous—
Machines for wrapping confectionery.

[Note.—Not including the motive power, engine combination, or power connections, if any, when not integral parts of the machine.]

The rates of duty leviable on recognized "machine tools" are:—

Under the British Preferential Tariff, Free.
Under the General Tariff, 10 per cent *ad valorem.*

DIRECT IMPORTATION OF WEST AFRICAN PRODUCTS.

In view of the importance of return freights for steamships which are to run from Canada to West Africa, we republish the following inquiry which appeared in *Weekly Bulletin* No. 853:—

A British firm importing direct from their own branches in West Africa and Morocco, offer the following produce, all of which Canada is now importing through the United States:—

Cocoa beans—Accra.
Palm oil.
Palm kernels.
Rubber.
Piasava fibre, used for brush and broom making.
Palmetto fibre, used by mattress makers.
Coriander seed, used extensively by confectioners.
Cummin seed, used extensively by packers.
Fenugreek seed, used for cattle feed.
Goat skins.
Hides.

The opportunity of importing this produce direct is afforded by the new direct steamer service established by Messrs. Elder-Dempster & Co., Montreal.

The address of the British firm will be furnished on application to the Commercial Intelligence Branch, Department of Trade and Commerce, referring to file 24063.

THE PORT OF ANTWERP.

Mr. Godfrey Langlois, agent-general for the province of Quebec, at Brussels, writes as follows on the Port of Antwerp:—

"The port of the estuary of the Schelde is the most convenient point of contact between overseas trade and the great industrial and most thickly populated area of the continent; Antwerp is the centre of this activity, whereas the rival maritime towns, Havre, Rotterdam, and Hambourg are on the boundary of this activity." Such is the estimation of the Belgian national port by the *London Times,* in a recent editorial on shipping activities.

The following are some particulars of the port : The river anchorage has a length of 5 kilometres, 500 metres, with a depth of water of 26 to 36 feet at low tide, and 40 to 46 feet at high water. The total length of anchorage accommodation is 25 kilometres, four-fifths of which have 26 to 36 feet of water available.

EQUIPMENT OF THE PORT.

There are 310 hydraulic cranes of 1,500 to 2,000 kilometres, 80 electric cranes of 2,000 kilogrammes; 2 cranes of 40 tons, shear legs of 120 tons, one coal tip, floating cranes for ores, and 12 pneumatic elevators, each capable of transporting at least 150 tons of grain per hour. Steamers having 8,000 tons of grain on board have been unloaded completely in two days.

There are six drydocks and a seventh is near completion, it is 213 metres long and 32 metres wide along the wharfs. The railways have more than 200 kilometres of track covering an area of 200 hectares, and able to accommodate 1,200 trucks.

The area of the docks is now 200 hectares, but work is now going on to bring it to 600. The building up of the large lock of Kruisschans, at Austruweel, just out of

Antwerp, which is now in full work, will give in another four years 3,000 metres more of quay frontage. This frontage is actually 30 kilometres long and soon will be doubled. The sheds, occupying at present 70 hectares, will cover 200 hectares when the new dry dock has been completed.

The port of Antwerp, which is fitted for dealing with an annual tonnage of 20,000,000, is being equipped for double that amount.

MOVEMENT OF THE PORT, 1913.

In 1914 7,134 seagoing ships measuring 14,139,615 tons entered the port, bringing 10,210,454 metric tons of cargo; and what is very important to navigation, these ships cleared away with 8,661,480 tons of cargo; steamers coming to Antwerp were always practically sure to find cargo for their return trip.

The interior navigation is not less important; during the year 1913, 43,956 ships measuring 10,021,967 tons entered the harbour.

Antwerp is the starting point of 89 navigation companies, many of the lines going to all parts of the world, and it is the calling port of 40 foreign lines.

MOVEMENT OF THE PORT IN 1920.

Up to the 1st of June of this year 3,227 sea-going ships measuring 4,085,694 tons entered the port, while for the month of May alone the statistics show 705 sea-going ships with a tonnage of 936,653 tons against 648 ships in April last. This is a record for Antwerp, the number of 705 ships being the largest ever reached for any one month. It shows that the Belgian national port is promptly resuming its pre-war activity.

An enormous increase of business is expected from the achievement of the canal connecting the Rhine and the Schelde, which the government is determined to bring to completion. It will shorten greatly the waterway from the upper Rhine to the sea, helping the railroad net covering Belgium to cope with the traffic towards Antwerp from Central Europe, Switzerland, Alsace-Lorraine, etc., the latter being already taxed to the limit of its capacity.

The population of Antwerp in 1913 was about 312,000.

The illustration on the front page of this number of the *Weekly Bulletin* gives a view of the water front at Antwerp.

TRADE OPPORTUNITIES IN PALESTINE.

(*Chamber of Commerce Journal.*)

The economic development of Palestine under British rule, and the excellent trade opportunities that now exist in that country for British and colonial firms, are the outstanding features of an interesting article recently published in *The Near East*, and based upon statistics of a customs report covering the July-September quarter of last year. (In considering these statistics it should be noted that the £E or Egyptian pound has a value in standard English gold of £1 0s. 6¼d.) Great Britain heads the import trade in cotton goods (£E210,300), woollen goods (£E4,340), silks (£E3,280), clothing (£E23,923), and also in iron and steel manufactures (£E11,086). Egypt is the second great importer, with rice, petroleum, cigarettes, ground nuts and sugar, and Holland is third with a sugar importation valued at £E90,893. Cotton is the largest imported article, and in regard to Britain's lead in this direction it is of comparative interest to note that the Japanese cotton imports are valued at £E15,878, compared with the total importation value of £E240,180. Rice, clothing, petroleum, cement, and cotton yarn are all large and important items of the import trade. Although the trade was good, there was a noticeable decrease in the imports and exports for the quarter, the former dropping by £E237,069, and the latter by £E744. This was due to the following causes: (1) The dislocation of trade in Egypt; (2) difficulties in coping with goods on the Palestine military railways; (3) British firms

being unable to meet the demands of the market; and (4) British shipping firms having shown little eagerness to trade with Palestine, their unwillingness being in marked contrast to Italian and French firms.

As to the export trade, this has been largely hampered by bad harvests, and the consequent prohibition of the export of cereals. Wheat and barley were formerly the staple exports to Great Britain, but are now prohibited; maize, an important article of export to Egypt, is also restricted. Necessities of military rule have also placed heavy obstacles in the way of the exchange of commodities, thus restricting the free development of the export trade. Political uncertainty is another important factor, combined with unrest in various parts of the country, and this is likely to continue until the future of Palestine is definitely and courageously settled. The export of fruit—melons, dates, oranges, and nuts—has been rendered difficult by the high rates for freightage, and the uncertain shipping communication. Egypt is Palestine's' largest buyer in soap, maize, melons, and lentils (£E108,988), followed by Great Britain (£E8,288) and France (£E3,641). Soap, which is the greatest export of Palestine (376 tons), is made at Nablous from olive oil, and is valued at £E33,770. Next comes maize (1,457 tons, £E15,750), and melons (£E14,746). The exports are valued at £E122,505, a decrease of £E7,958 on the previous quarter.

In regard to the opportunities that should present themselves to British and colonial firms, timber, building material, iron and steel, woollen goods, agricultural machinery (imported duty free), chemical manures (also free of dues), live stock for breeding purposes, crockery, glass and crystal ware, are essential to the reconstruction of Palestine. The country has been stripped for years by the Turks, ably seconded during the war by the Germans, and it is now crying out for the things that Great Britain and the colonies can supply. A great development of trade is anticipated for Palestine during the present year, and signs of its approach are already apparent.

BUILDING TRADE REQUIREMENTS IN BELGIUM.

(British Export Gazette.)

The Belgian Government continues actively to promote by all possible means the full rehabilitation of the country, the great problem of reconstruction in the devastated areas having been now comprehensively taken in hand. The gigantic task involved may be understood when it is stated that over 1,700 churches and between 100,000 and 120,000 houses are to be built. We confess that we are unable to estimate what this will mean in regard to requirements of plant and material, especially brick-making machinery, metal girders, window frames, locks and keys, paints, glass, lead-piping, pumps, nails, screws, bolts, and all kinds of house fitments and accessories; but the contracts for all these, it is certain, will be enormous.

MODERN AGRICULTURAL MACHINERY IN MALAYA.

(British Export Gazette.)

British Malaya has been singularly backward in the adoption of modern agricultural machinery and methods, largely because labour has been much cheaper. But labour is by no means so plentiful as it was, owing to considerable emigration, and the result is that planters are considering the practicability of importing labour-saving plant, as, for example, tractors, cultivators, harvesting machines, etc. The rice fields alone should afford an opportunity for the introduction of such appliances, seeing that as a result of the rice shortage in Eastern countries the Government are now requiring estate owners to plant a proportion of their land with this cereal. Rubber and cocoanut plantations also are likely to absorb a larger quantity of modern plant than hitherto, including implements for working the "catch crops" which form so important a feature of these industries.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Public Terminal Elevators, Interior Terminal Elevators, Country Elevators in Western Division, and at Public Elevators in the East; also U.S. Atlantic Seaboard Ports.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending June 25, 1920.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C.P.R.	22,389	9,819	21,205	.....	13,294	66,707
Empire Elevator Co.	27,560	144	46,945	11,885	5,169	91,703
Consolidated Elevator Co.	39,998	1,097	18,990	51,126	1,980	113,191
Ogilvie Flour Mills Co.	412,504	5,550	14,548	.....	2,969	435,571
Western Terminal Elevator Co.	58,048	8,055	98,259	17,814	529	182,705
G. T. Pacific	49,888	19,525	23,014	30,441	3,192	126,060
Grain Growers' Grain Co.	129,407	29,665	37,277	.....	4,242	200,591
Fort William Elevator Co.	16,461	10,529	4,158	15,106	6,253	52,507
Eastern Terminal Elevator Co.			Closed.			
Northwestern Elevator Co.	112,333	13,496	20,166	44	69	146,108
Port Arthur—						
Port Arthur Elevator Co.	296,553	31,793	86,194	950	12,587	428,077
Sask. Co-op. Elevator Co.	147,395	24,546	65,499	76,337	1,804	315,581
Canadian Government Elevator	77,614	39,169	37,744	77,245	3,666	235,438
Thunder Bay	132,379	18,466	10,875	13,871	1,910	177,501
Davidson and Smith	38,709	4,740	7,003	.....	222	50,674
Eastern-Richardson	80,106	17,502	30,177	13,270	798	141,853
Total Public Terminal Elevators	1,641,344	234,096	522,054	308,089	58,684	2,764,267
Total Private Terminal Elevators	340,495	90,093	30,851	82	.....	461,521
Saskatoon Can. Govt. Elevator						
Moosejaw Can. Govt. Elevator						
Calgary Can. Govt. Elevator			Details not	received.		
Vancouver Can. Govt. Elevator						
Total Interior Terminal Elevators	4,367,049	300,617	18,085	6,599	5,690	4,698,040
Depot Harbour			None	in store.		
Midland—						
Aberdeen Elevator Co.	293,725	.....	53,174	.....	.....	346,899
Midland Elevator Co.	1,313,694	19,766	.....	.....	.....	1,333,460
Tiffin, G.T.P.	23,515	.....	.....	.....	.....	23,515
Port McNicoll	437,072	210,752	168,502	.....	.....	816,326
Collingwood	.....	.....	.....	.....	.....	
Goderich—						
Elevator and Transit Co.	628,947	159,292	56,342	.....	.....	844,588
West Can. Flour Mills Co., Ltd.	172,818	.....	.....	.....	.....	172,817
Toronto—						
Campbell Flour Mills Co.	75,880	9,312	6,395	.....	.....	91,581
Kingston—						
Montreal Transportation Co.			Not	reported.		
Commercial Elevator Co.						
Port Colborne Dom. Govt. Elevator						
* " Maple Leaf Milling Co., Ltd.	898,831	.....	.....	.....	.....	898,831
Prescott	.....	.....	.....	.....	.....	
Montreal—						
Harbour Commissioners Nos. 1 and 2.	2,208,147	246,181	773,495	.....	16,889	3,244,712
Montreal Warehousing Co.	952,340	3,786	45,759	.....	.....	1,001,885
Ogilvie Flour Mills Co.	195,798	.....	.....	.....	.....	195,798
Quebec Harbour Commissioners	.....	17,369	.....	.....	.....	17,369
West St. John, N.B., C.P.R.	35,148	.....	1,378	.....	.....	36,526
St. John, N.B., Can. Nat. Rys.			None	in store.		
Halifax, N.S., " "			None	in store.		
Total Public Elevators	7,235,915	666,458	1,105,045	.....	16,889	9,024,307
*Country Elevators	4,154,719	2,265,615	892,395	371,234	.....	7,683,963
U. S. Atlantic Seaboard Ports—						
*Portland, Me.	10,330	573,446	34,657	.....	36,286	654,719
Baltimore, My.	.....	.....	.....	.....	5,507	5,507
Total U. S. Atlantic Seaboard Ports	10,330	573,446	34,657	.....	41,793	660,026
Total Quantity in Store	17,749,852	4,130,325	2,603,087	686,004	123,056	25,292,324

*Week ending June 18, 1920.

Grades of Canadian Wheat, Oats, Barley, and Flax in Store at Public Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East for the week ended June 25, 1920.

Grades.		Terminals.	Interior Terminal Elevators.	Public Elevators Eastern Division.	Totals.
		Bushels.	Bushels.	Bushels.	Bushels.
Wheat—Grades					
No. 1 Hard					
No. 1 Northern		489,788		1,833,807	
No. 2 "		307,914	Details	2,001,590	
No. 3 "		207,328		1,103,448	
No. 4 Special			not	36,420	
No. 4 Wheat		56,772		265,319	
No. 5 Special			received.	65,437	
No. 5 Wheat		22,275		57,006	
No. 6 "		5,168		173,969	
Other		552,099		1,698,919	
Totals		1,641,344	4,367,049	7,235,915	
Oats—					
No. 1 C.W					
No. 2, "		46,043		188,575	
No. 3, "		47,330	Details	101,940	
Ex. No. 1 Feed		15,010		20,548	
No. 1 Feed		42,602	not	18,238	
No. 2 Feed		22,116		117,149	
Other		60,995	received.	219,963	
Totals		234,096	300,617	666,458	
Barley—					
No. 3 extra C.W					
No. 3 C.W		49,953	Details	272,266	
No. 4 "		415,753		310,610	
Feed		33,109	not	260,459	
Rejected		5,435		188,976	
Other		17,804	received.	72,734	
Totals		522,054	18,085	1,105,045	
Flax—					
No. 1, Northwestern Canada		180,397	Details		
No. 2, C.W		51,619			
No. 3, C.W		40,156	not		
Rejected					
Other		35,917	received.		
Totals		308,089	6,599		
Rye—					
No. 1 C. W					
No. 2 C.W		41,528	Details		
No. 3 C.W					
No. Grade		2,141	not		
Rejected		8,121			
Other		6,894	received.	16,889	
		58,684	5,690	16,889	
Total quantity in store		2,764,267	4,698,040	9,024,307	

Quantities of United States Grain in Store, Received and Shipped at the Public Elevators in the East for the week ended June 25, 1920, in comparison with the same period last year.

	Wheat.	Oats.	Rye.	Corn.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.
Depot Harbour, G.T.P.	.....	36,471	.....	49,964	86,435
Midland Elev. Co.	240,301	.....	.....	.....	240,301
Aberdeen Elev. Co.	217,728	133,896	.....	.....	351,624
Tiffin, G.T.P.	4,500	.....	.....	.....	4,500
Pt. McNicoll, C.P.R.	1,262,829	50,721	520,796	.....	1,834,346
Harbour Comm'rs Montreal 1 and 2,	1,360,200	.....	868,752	6,819	2,235,771
Harbour Comm'rs, Quebec	.....	.....	.....	1,070	1,070
Total	3,085,558	221,088	1,389,548	57,853	4,754,047
Same period last year	7,819	724,940	44,950	2,212	779,921

GEORGIAN BAY PORTS.

	Receipts.		Shipments.	
	Water.	Rail.	Water.	Rail.
	Bush.	Bush.	Bush.	Bush.
Wheat	415,871	.....	.....	987,487
Oats	30,990	.....	.....	32,500
Rye	164,731	.....	.....	325,367
Corn	49,964	.....	.....	19,682

ST. LAWRENCE PORTS.

Wheat	142,112	504,259	95,877	
Rye	.....	6,195	.....	1,551
Corn	.....	335,388	405,698	

COMMERCIAL TRAVELLERS IN SWEDEN.

(*British Board of Trade Journal.*)

Swedish regulations with regard to commercial travellers' licenses do not appear to be generally known in this country, and a case has occurred recently where a representative of a British firm was heavily fined for having omitted to take ou ta license.

Firms sending representatives to Sweden should, therefore, bear in mind that commercial travellers must, on arrival in Sweden, obtain, at a cost of 100 knonor, a license from the police authorities, or other duly appointed officer of the town or district in which they happen to be at the time of payment. The license is available for 30 days from the date of issue, and an additional 50 kronor is charged for every 15 days after the first 30 days. This license allows the traveller to exercise his calling in any part of the country.

A resident agent, if not a Swede, must pay the rates for commercial travellers as stated above. A principal of a firm travelling in Sweden for orders is also required to take out a license at the same charge.

Wheat and other Grain in Store at Public Terminal Elevators, Private Terminal Elevators, Interior Terminal Elevators, Country Elevators, U.S. Atlantic Seaboard Ports, and Public Elevators in the East on June 25, 1920, with comparisons for five years.

	Wheat.	Other Grain.	Total.
June 25th, 1920—	Bushels.	Bushels.	Bushels.
Public Terminal Elevators	1,641,344	1,122,923	2,764,267
Private Terminal Elevators	340,495	121,026	461,521
Interior Terminal Elevators	4,367,049	33,991	3,698,040
Country Elevators	4,154,719	3,529,244	7,683,963
U. S. Atlantic Seaboard Ports	10,330	649,896	660,226
Public Elevators in the East	7,235,915	1,788,392	9,024,307
Total	17,749,852	7,542,472	25,292,324
June 27th, 1919—			
Public Terminal Elevators	1,633,517	4,620,776	6,254,293
Interior Terminal Elevators	937,789	1,155,411	2,093,200
Public Elevators in the East	8,740,679	3,946,780	12,687,459
Total	11,311,985	9,722,967	21,034,952
June 28th, 1918—			
Public Terminal Elevators	968,269	6,242,466	7,110,735
Interior Terminal Elevators	324,541	1,766,844	2,091,385
Public Elevators in the East	3,855,258	7,722,578	11,577,836
Total	5,048,068	15,731,888	20,779,956
June 29th, 1917—			
Public Terminal Elevators	6,704,807	6,459,406	13,164,213
Interior Terminal Elevators	761,989	464,923	1,226,912
Public Elevators in the East	4,669,005	8,663,780	13,332,785
Total	12,135,801	15,588,109	27,723,910
June 29th, 1916—			
Public Terminal Elevators	14,860,366	6,249,605	21,109,971
Interior Terminal Elevators	1,630,598	426,281	2,056,879
Public Elevators in the East	6,881,075	7,067,687	13,948,762
Total	23,372,039	13,743,573	37,115,612
July 2nd, 1915—			
Public Terminal Elevators	2,399,718	2,355,147	4,754,865
Interior Terminal Elevators	164,066	245,337	409,403
Public Elevators in the East	1,374,777	2,081,723	3,456,500
Total	3,938,561	4,682,207	8,620,768

The Commercial Intelligence Service.

The purpose of the Commercial Intelligence Service is to promote the sale of Canadian products abroad and to provide Canadian Manufacturers and exporters with information regarding trade conditions and opportunities in countries in which Canadian goods are likely to find a market.

The Department gathers, compiles and publishes in the Weekly Bulletin and supplements thereto a large volume of useful commercial information. Persons desiring it and interested in Canadian production or export may have their names placed on the regular mailing list on application to the Department of Trade and Commerce, Ottawa. There is no subscription to the Weekly Bulletin but its circulation is strictly confined to Canada.

The Department invites correspondence from Canadian manufacturers and exporters upon all trade matters.

5483—4½

Receipts and Shipments of the different kinds of Canadian Grain at the Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in the Western Division, and Public Elevators in the East; also U.S. Atlantic Seaboard Ports for the week ended June 25, 1920.

Public Terminal Elevators.

		Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.
Receipts	Rail	481,977	90,067	14,910	30,925	13,808	.....	616,777
Shipments—	Vessel	694,490	121,849	.....	.....	(–)101	.....	816,238
	Rail	71,657	44,251	23,156	6,935	.....	.....	145,999

Private Terminal Elevators.

Receipts	Rail	239,818	127,713	9,295	.....	.....	.....	376,826
Shipments	Vessel	272,734	38,000	2,750	.....	.....	.....	313,484
	Rail	36,849	108,905	10,713	1,067	.....	.....	157,534

Interior Terminal Elevators.

Receipts	Rail	28,493	17,773	1,229	1,414	.....	.....	48,909
Shipments	Rail	175,808	39,663	4,260	1,950	1,417	.....	223,098

Country Elevators West Division.

Receipts	Rail	804,684	790,138	166,779	103,688	.....	.....	1,865,289
Shipments	Rail	887,693	769,284	134,102	58,047	.....	.....	1,849,126

Public Elevators in the East.

Georgian Bay Ports.

Receipts	Vessel	233,755	260,176	.....	.....	.....	.....	493,931
Shipments	Rail	275,854	136,330	7,916	.....	22,541	.....	442,641

Lower Lake Ports.

Receipts	Vessel	480,706	.....	.....	.....	.....	.....	480,706
	Rail	14,026	1,986	5,004	.....	.....	.....	21,016
Shipments	Vessel	291,702	.....	.....	.....	.....	.....	291,702
	Rail	116,734	4,361	1,119	.....	.....	.....	122,214

St. Lawrence Ports.

Receipts	Vessel	265,248	78,969	62,879	.....	.....	.....	407,096
	Rail	445,902	37,982	80,456	.....	.....	.....	564,340
Shipments	Vessel	1,164,367	18,823	157,724	.....	.....	.....	1,340,914
	Rail	84,094	70,490	6,662	.....	.....	.....	161,246

Seaboard Ports.

Receipts	Rail	.....	.....	.....	.....	.....	.....	.....
Shipments	Vessel	9,191	.....	59,868	.....	.....	.....	69,059

Total, Public Elevators in the East.

Receipts	Vessel	979,709	339,145	62,879	.....	.....	.....	1,381,733
	Rail	459,928	39,968	85,460	.....	.....	.....	585,356
Shipments	Vessel	1,465,260	18,823	217,592	.....	.....	.....	1,701,675
	Rail	476,682	211,181	15,697	.....	22,541	.....	726,101

U. S. Atlantic Seaboard Ports.

Receipts	Rail	.....	10,473	1,671	.....	.....	.....	12,144
Shipments	Vessel	.....	.....	.....	.....	102,000	.....	102,000

NEW INCORPORATIONS.

Dominion.

Cornfield Wheel Company, Limited. Incorporators: George Meredith Huycke, barrister-at-law; Clifford Gordon Lynch, secretary; and George Evans Atwood, accountant; and others—all of Toronto. Capital $750,000, divided into 75,000 shares of $10 each. Chief place of business, Toronto.

The Grolier Society, Limited. Incorporators: Francois Philippe Brais, advocate; Arthur Findlay Armstrong, accountant; and others—all of Montreal. Capital $1,000,000, divided into 10,000 shares of $100 each. Chief place of business, Montreal.

National Cap Company, Limited. Incorporators: William Louis Scott, George David Kelley, Leo Andrew Kelley and Arthur Stanley Bourinot, barristers-at-law; and Roger Methot, bank clerk—all of Ottawa. Capital $50,000, divided into 500 shares of $100 each. Chief place of business, Ottawa.

National Furniture Company, Limited. Incorporators: Lawrence Leroy Otis, George Peterkin MacLeod and Thomas Wilfred Bell Hinch; and others—all of Winnipeg. Capital $250,000, divided into 2,500 shares of $100 each. Chief place of business, Winnipeg.

Clark Brothers Paper Mills, Limited. Incorporators: George Herbert Sedgwick, James Aitchison, John Wellington Pickup, Robert Elmer Fennell, Collamar Chipman Calvin and Lawrence Kert, barristers-at-law; and others—all of Toronto. Capital $5,000,000, divided into 50,000 shares of $100 each. Chief place of business, Bear River, N.S.

B. C. Sugar Refinery, Limited. Incorporators: Mary Isabella Rogers and Alix Rogers, widows; John William Fordham Johnson and Robert Adamson, manufacturers; and Ernest Theodore Rogers, student—all of Vancouver. Capital $10,000,000, divided into 100,000 shares of $100 each. Chief place of business, Vancouver.

J. T. Donald and Company, Limited. Incorporators: James Thomas Donald and Allison Reginald Murray McLean, consulting chemists; and William Patterson, advocate and K.C.—all of Montreal; and others. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of business, Montreal.

Canada Gas and Fuel Company, Limited. Incorporators: Grant Cooper, Russell Pierce Locke, and Howard Addison Hall, barristers-at-law; and others—all of Toronto. Capital $3,000,000, divided into 30,000 shares of $100 each. Chief place of business, Toronto.

General Asbestos Company, Limited. Incorporators: Isidor Ballon and Lazarus Phillips, advocates; and others—all of Montreal. Capital $500,000, divided into 5,000 shares of $100 each. Chief place of business, Montreal.

The Cyrano Cabinet Company of Canada, Limited. Incorporators: Ernest Sylvestre, notary public; Francois Rosario Darche, merchant; Joseph Alfred Leblanc, K.C.; and others—all of Sherbrooke, Que. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of business, Sherbrooke.

British Columbia.

Acetate Products, Limited. Capital $250,000. Registered office, Vancouver.

Nanoose-Wellington Collieries, Limited. Capital $3,000,000. Registered office, Grant.

O. U. G. Fruit Products, Limited. Capital $100,000. Registered office, Vernon.

Perrier Gold Mines, Limited (non-personal liability.) Capital $250,000. Registered office, Nelson.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, MONTREAL, WINNIPEG, AMHERST, N.S., AND VANCOUVER, or THE SECRETARY OF THE BOARD OF TRADE AT TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, MOOSEJAW, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), NORTH SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, KITCHENER, ST. MARY'S, ONT., CHAMBRE DE COMMERCE DE MONTREAL, THE LONDON, ONT., CHAMBER OF COMMERCE, THE STRATFORD CHAMBER OF COMMERCE, THE BORDER CHAMBER OF COMMERCE, WINDSOR, ONT., AND KITCHENER MANUFACTURERS' ASSOCIATION.

Please Quote the Reference Number when requiring Addresses.

Food Products.

1235. **Foodstuffs.**—Established Bermuda commission merchant would like to be placed in touch with Canadian manufacturers of foodstuffs who would accept representation in that island.

1236. **Flour.**—One of the oldest and largest commission houses in Barbados is desirous of getting in touch with Canadian flour millers with a view of representing them in Barbados, and also in the other islands. Best references can be supplied.

1237. **Flour.**—An important commission firm in St. John's, Nfld., are open to represent a Canadian manufacturer of flour.

1238. **Grains.**—A well-known and most reliable house in Rotterdam, having established connections in Canada and the United States for flour and other cereal products, would like to get in touch with a Canadian exporter of wheat and other grains who can make regular shipments.

1239. **Fish—dried, salted and pickled.**—A large commission house in Barbados are desirous of getting in touch with Canadian exporters of cod—dried, salted and pickled.

1240. **Manufactured articles and food products.**—A Spanish house having branches in Madrid, San Sebastian, La Robia, Barcelona, Valencia, Bilbao, Seville and Vigo wish to receive communications from Canadian manufacturers and exporters of manufactured articles and food products who would like to extend their business to Spain.

1241. **Cattle food.**—A Liverpool firm desire to secure agencies for the above.

Miscellaneous Manufactures.

1242. **Aluminium in ingots.**—An Australian firm ask for quotations for aluminium in ingots suitable for casting and alloying. Quotations f.o.b. Vancouver, B.C.

1243. **Pig lead, sheet lead, spelter and tinplate.**—A firm in Rio de Janeiro, with head office in London, England, desire to receive from a good firm in Canada exports of pig lead, sheet lead, spelter and tinplate. They are buyers of these goods, and would be glad to enter into correspondence with regard to agency arrangements. They would like to arrange with a good Canadian firm of general exporters who will

sell to reliable customers in Brazil, giving the usual terms of ninety days' sight, quoting c.i.f., and acting through them as commission agents.

1244. **Portland cement.**—Quotation is wanted c.i.f. Santos, Brazil, 5,000 barrels Portland cement. Early delivery.

1245. **Binder twine.**—A Liverpool firm ask to be placed in touch with makers of binder twine desiring a representative.

1246. **Saddlery and harness.**—An English commercial traveller in Barbados would like to get in touch with Canadian houses supplying saddlery and harness.

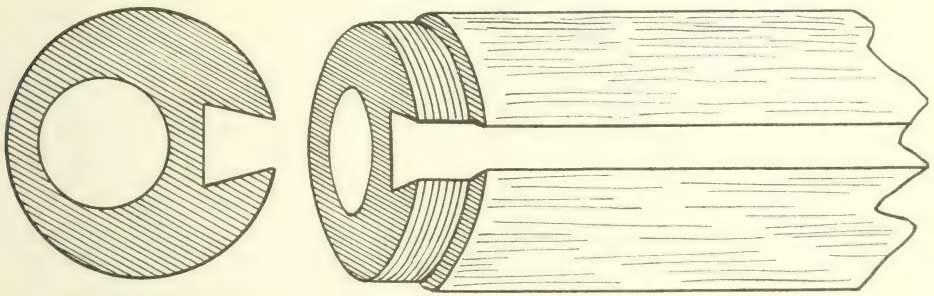
1247. **Reconstructed tires.**—An English commercial traveller in Barbados, with branch offices in Trinidad and British Guiana, is desirous of getting in touch with Canadian firms supplying reconstructed tires.

1248. **Corsets.**—A commercial agent is desirous of obtaining an agency for a Canadian house for corsets.

1249. **Oak chips and oak sawdust.**—A Newfoundland firm wish to secure large quantities of oak chips and oak sawdust for smoking fish and meats.

1250. **Wood-pulp board.**—A Liverpool firm ask to be placed in touch with exporters of wood-pulp middles, in sizes 25 to 30 inches and 22 to 32 inches.

1251. **Window blind rollers.**—Large Scottish building firm desire to get in touch with Canadian wood-working factories who might be able to supply window blind rollers in large quantities. The accompanying sketch illustrates the type of roller required.



In forwarding this trade inquiry, Mr. J. Vernon MacKenzie, Canadian Government Trade Commissioner at Glasgow, writes: "These rollers should be of the circumference and general design, and in length should be 36 to 40 inches, and possibly multiples thereof. If Canadians can meet prices here, there will be a very large order in sight, probably including orders for window blind rollers for some scores of hundreds of houses being built by the various municipalities under the Government scheme. It is suggested that these be of spruce or pine or some wood of similar quality, and it is emphasized that all rollers must be without knots or flaws, and must be guaranteed against warp. There has been much trouble lately on account of the warping of window blind rollers of recent manufacture, due to the use of green wood."

1252. **Galvanized fencing wire.**—A New Zealand company ask for Canadian quotations on 100 tons galvanized fencing wire, No. 7 English standard gauge with tensile strength 35 to 40 tons per square inch, able to bend through 180 degrees over its own diameter without failure. Quotations f.o.b. Montreal or St. John, N.B. The wire is required for securing bales of wool. If the first order is filled satisfactorily the company will be purchasers for wire in 500-ton lots from time to time.

1253. **Paints, varnishes, and domestic hardware.**—A firm about to open an office in London and place travellers throughout the United Kingdom are desirous of securing agencies, upon a commission basis, of Canadian manufacturers of paints, varnishes, and domestic hardware.

1254. **Gas and water tubing.**—An engineering company in the north of England ask for the addresses of Canadian manufacturers of gas and water tubing.

1255. **Electric lighting material.**—A Liverpool firm are interested in receiving quotations on ½-watt lamps, 230-volt, 100-watt and 60-watt.

1256. **Electrical and mechanical goods for engineers, etc.**—A Liverpool firm desire to secure agencies for the above.

1257. **Electrical goods.**—A Liverpool firm ask to be placed in touch with manufacturers of all classes of electrical goods.

1258. **Iron shoe rivets and tacks.**—A Liverpool firm are in a position to import the above in 50-ton to 100-ton lots.

1259. **Tools and hardware.**—A London firm wish to secure the agency of Canadian manufacturers of tools and hardware seeking a United Kingdom connection, notably: twist drills, milling cutters, etc., spanners, hand, brace and bench drills, hand and bench grinders, hacksaw blades, carpenters' tools.

1260. **Hardware, hollow-ware, implements and tools.**—A Liverpool firm ask to be placed in touch with exporters of the above, with a view to business on a buying or agency basis.

Representation Abroad.

1261. **Representation in United Kingdom.**—Canadian sales agent with eight years' experience is leaving for the United Kingdom in the latter part of July, and would undertake representation in any part of Great Britain. Wishes to establish connections with Canadian exporters of iron, steel, copper, brass, wire nails, screws, pipes and fittings, lumber, sugar, wheat, barley, corn, straw, hay and oats, green and evaporated apples. References.

1262. **Representation in the North of England.**—Leeds firm of the very highest standing, with long experience as exporters and importers, wish to be placed in touch with Canadian houses desiring experienced and influential representatives. References.

(This firm is headed by the former Russian consul at Leeds, a Frenchman who has been domiciled in Great Britain since 1873. His credentials are approved by both the British and French Governments, and among his testimonials are recommendations from the French consul and the Lord Mayor of Leeds. He is wealthy and intimately connected with the British textile industry.)

1263. **Representation in the West Indies and Guianas.**—Established manufacturers' sales agent, with headquarters at Georgetown, wishes to be placed in touch with manufacturers desiring representation in the above-noted territories. Particularly desires connections with Canadian exporters of typewriting paper, straw paper, foolscap paper, textiles, suspenders, hosieries, neckwear, and boots and shoes.

1264. **South American representation.**—Englishman who has just completed five years' war service is in Canada at the present time, and is open to represent firms in South America, where he had four and a half years' experience as an importer before the war. Familiar with the chief business centres, Argentina, Uruguay, Paraguay and Brazil, and thoroughly cognizant with South American business methods and customs.

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

45. **R.S.**—Demobilized soldier just returned after four years' overseas service, aged twenty-three, desire to get in touch with party proceeding to England and France, to act as assistant salesman with some Canadian agencies. Has pleasing personality and thoroughly acquainted with England and France.

46. **R.S.**—A returned Canadian officer who held a commission in the R.F.C. and R.A.F. and spent five years overseas desires to represent two or three Canadian manufacturers on a commission basis. Before the war he was a commercial traveller for five years. Good connections in England. Willing to work hard to establish lines handled and is prepared to sail immediately arrangements are completed.

47. **R.S.**—A returned soldier who previous to four years' service in the war was engaged in the retail lumber business in New Brunswick for eighteen years desires to take up Canadian agencies in Europe. He is prepared to work on a commission basis and to go abroad at his own expense.

48-49 **R.S.**—Two young men who were in service overseas have just arrived in Canada from the West Indies and seek employment with firms as buyers or sellers of products in the British West Indies. They have a good knowledge of the customs and trade of the islands.

50. **R.S.**—A Canadian field officer, at present holding important Government appointment, possessing English and Canadian legal qualifications, and with fifteen years' business experience, desires a position in Japan, Hong Kong, or other place of warmer climate, as representative or manager (on a salary basis) of some business corporation. Has had considerable experience in organization and administration and handling of a large staff. Will supply excellent references.

51. **R.S.**—A Canadian who served in the French army from 1914 to 1919 proposes to return to Europe and would like to represent Canadian manufacturers in France and Belgium.

52. **R.S.**—A Canadian who saw four years' service overseas with the Canadian forces and has recently returned from Canada to England is desirous of being brought in touch with Canadian manufacturers who are looking for representation in the British Isles and France. He has excellent connections both in England and France, and would like to handle general lines. References.

53. **R.S.**—Canadian officer (four years' active service), university graduate, with good address, good knowledge of Danish, German, and French languages, and with family connections in highest business circles in Denmark, desires position representing firm of Canadian exporters in Scandinavian countries.

54. **R.S.**—Two returned soldiers having good connections with Poland wish to act as resident agents for Canadian firms. They have at present a representative in Warsaw, Poland, who is anxious to obtain celluloid specialties, also elastic used in the manufacture of men's suspenders and ladies' garters. Samples in all colours requested with quotations.

55. **R.S.**—A Canadian lawyer of Scottish descent, speaking and writing fluent French and with a good working knowledge of Russian, special knowledge of law and finance, and very considerable executive experience, seeks a position as commercial representative. Prepared to go abroad immediately provided that salary and conditions are satisfactory.

56. **R.S.**—A Canadian who served in France is about to take a business trip, during which he will visit England, France, and probably Switzerland, Spain, and Italy, and then proceed to North Africa and South Africa. He would like to repre-

sent Canadian manufacturing firms. He has had experience in selling engineering machinery, building supplies, etc., and would prefer to represent that class of manufacturers, but is willing to undertake any commission.

57. R.S.—Ex-naval officer (Accountant Branch), full war service, seventeen years resident in Canada, with banking experience, visiting London on business early in May, and would be glad to execute commissions of any kind that will bear the closest investigation.

58. R.S.—Returned officer, single, desires to represent Canadian manufacturer in Italy, from whence he has recently returned. Speaks Italian and French, and is conversant with Italian trade and customs.

59. R.S.—A returned business man, aged 43, very active, who qualified for a commission with staff duties, from the ranks, with over three years' service in Canada, England, and France, C.E.F., will entertain proposals for agency proposals. Now established as manufacturers' agent for foreign and domestic markets, general importing and exporting. His business training covers over twenty years' experience with representative concerns in New York city, Pittsburg, and elsewhere. He has thorough working knowledge of import and export technique, gained by operations from the ports of New York, Vancouver, and Victoria. Particularly desires Eastern Canadian connections in machinery and metal products for sale in British Columbia or as manufacturers' export agent at Pacific seaboard. Can also use desirable connections in the Far East to mutual advantage.

60. R.S.—A Canadian who served four years overseas is at present acting as travelling salesman for a wholesale stationery company in Canada, but proposes to leave shortly for London, England, with the intention of opening up an agency there. He would like to get into communication with Canadian manufacturers who require representation.

61. R.S.—Ex-officer, graduate of McGill University in arts and law, with extensive experience in mortgage, land, and insurance organization, good linguist, with knowledge of Spanish and Portuguese, wishes to go to South America as representative of export firms.

62. R.S.—Two returned soldiers who are carrying on a commission business in New Westminster, B.C., would like to secure agencies for Canadian manufactures. They are especially interesting in woodworking industries.

63. R.S.—A returned soldier well acquainted with wholesale shipping and manufacturing firms in the United Kingdom, where he was a manufacturers' agent prior to 1912, proposes establishing in the United Kingdom an agency for Canadian goods. He has financial backing to the extent of $50,000, and has arranged for some Canadian agencies, but wishes to secure additional agencies for both manufactured goods and food products.

64. R.S.—Returned soldier, good business training, well connected in Scotland, holding teacher's certificate in Scotland and possessing tact, fluency, and executive ability, desires to represent manufacturer in British Empire. Unmarried.

65. R.S.—Returned soldier, Belgian born, formerly employed as interpreter on headquarters staff, intends visiting Europe on business. Would undertake commissions or the selling of goods on a commission basis. Speaks four languages fluently, and will cover seven countries on his trip.

LITTLE MICA USED IN NEW ZEALAND.

Mr. W. A. Beddoe, Canadian Government Trade Commissioner in New Zealand, writes as follows regarding mica:—

"What little mica is used in New Zealand is imported from England and costs about 12s. per pound, but it is only required for repairs. There is no manufacturing going on in this country requiring large quantities, and if any person attempted to sell 2 or 3 cwt. it would fill up Auckland and the other centres for at least a year."

PROPOSED SAILINGS FROM CANADIAN PORTS.*

Subject to change without notice.

From Montreal.

To Liverpool.—*Metagama,* C.P.O.S. Line, about July 10; *Dominion,* White Star-Dominion Line, about July 15; *Canadian Seigneur,* Canadian Government Merchant Marine, Limited, about July 10; *Canada,* White Star-Dominion Line, about July 17; *Canadian Ranger,* Canadian Government Merchant Marine, Ltd., about July 21; *Megantic,* White Star-Dominion Line, about July 24.

To London.—*Lowland.* Cunard Line, about July 14; *Lexington,* C.P.O.S.-Furness Line, about July 10; *Bosworth,* C.P.O.S.-Furness, about July 7; *Tunisian,* C.P.O.S.-Furness Line, about July 9.

To Glasgow.—*Pretorian,* C.P.O.S. Line, about July 9; *Montcalm,* C.P.O.S. Line, about July 23; *Canadian Settler,* Canadian Government Merchant Marine, Limited, about July 15; *Saturnia,* Anchor-Donaldson Line, about July 17; *Canadian Hunter,* Canadian Government Merchant Marine, Ltd., about August 10.

To Avonmouth Dock (Bristol).—*Turcoman,* Dominion Line, about July 14; *Montcalm,* C.P.O.S. Line, about July 16.

To Manchester.—*Manchester Brigade,* Manchester Liners, about July 15; *Manchester Hero,* Manchester Liners, about July 23.

To Swansea and Cardiff.—*Canadian Victor,* Canadian Government Merchant Marine, Limited, about July 25.

To Leith.—*Cairnmona,* Thomson Line, about July 6; *Cairngowan,* Thomson Line, about July 13.

To Newcastle-on-Tyne.—*Cairndhu,* Thomson Line, about July 20.

To Hull.—*Mendip Range,* Furness Line, about July 15; *Maplemore,* Furness Line, about July 16.

To Belfast.—*Ramore Head,* Head Line, about July 10.

To Prince Edward Island, Sydney, and St. John's, Nfld.—*Mapledene,* Canadian Steamship Lines, about June 30.

To Antwerp.—*Western Star,* Red Star Line, about July 7; *Bosworth,* C.P.O.S.-Furness Line, about July 7; *Batsford,* C.P.O.S.-Furness Line, about July 8; *Grampian Range,* C.P.O.S.-Furness Line, about July 15.

To Rotterdam.—*Fanad Head,* Head Line, about August 5.
Furness Line, about July 7; *Tunisian,* C.P.O.S.-Furness Line, about July 9;

To Havre.—*Lexington,* C.P.O.S.-Furness Line, about July 10; *Bosworth,* C.P.O.S.-Furness Line, about July 7; *Tunisian,* C.P.O.S.-Furness Line, about July 9; *Kamarima,* Fracanda Line, (Canada Steamship Lines, Limited, general agents), about July 19.

To Bordeaux.—*Mississippi.* Fracanda Line (Canada Steamship Lines, Limited, general agents), about July 16.

To Hamburg.—*Valencia,* Cunard Line, about July 9.

To India, Ceylon, Sumatra, and Java.—*Katuna,* Ellerman Bucknalls, about July 31; *Canadian Conqueror,* Canadian Government Merchant Marine, Limited, about August 25.

To Port Said, Suez, Aden, Suda, Bombay, Colombo, Karachi, Madras, Rangoon, Singapore, Samarang, and Surabaya.—*Clan Campbell,* Houston Line, about July 17.

To South Africa (Cape Town, Port Elizabeth, East London, Durban, and Delagoa Bay.)—*New Mexico,* Elder-Dempster Line, about July 15; *New Brooklyn,* Elder-Dempster Line, about July 20.

**These sailings are not complete, but are compiled from lists of prospective sailings supplied by shipping companies.*

To AUSTRALASIAN PORTS.—*Suffolk*, New Zealand Shipping Company, about July 7.

To WEST AFRICAN PORTS (Dakar, Sierra Leone, Seccondi, Cape Coast Castle, Accra, Lagos, etc.).—*Bassan*, Elder-Dempster Line, about July 15.

To RIO DE JANEIRO (BRAZIL), MONTEVIDEO, AND BUENOS AIRES.—*Canadian Spinner*, Canadian Government Merchant Marine, Limited, about July 15.

To BARBADOS, TRINIDAD, AND DEMERARA.—*Canadian Otter*, Canadian Government Merchant Marine, Ltd., about July 14.

To BARBADOS, TRINIDAD, AND DEMERARA, CALLING AT MARTINIQUE.—*Canadian Runner*, Canadian Government Merchant Marine, Ltd., about July 28.

To ST. JOHN'S, NFLD.—*Canadian Miner*, Canadian Government Merchant Marine, Limited, about July 13.

From St. John

To BARBADOS, TRINIDAD, DEMERARA, AND BRITISH WEST INDIES.—*Caraquet*, Royal Mail Steam Packet Company, about July 11; *Chaudiere*, Royal Mail Steam Packet Co., about July 25.

From Halifax

To LIVERPOOL.—*Canadian Hunter*, Canadian Government Merchant Marine, Ltd., about July 25.

To BRITISH WEST INDIES.—*Chignecto*, Royal Mail Steam Packet Company, about July 9; *Caraquet*, Royal Mail Steam Packet Company, about July 23.

From Victoria, B.C.

To YOKOHAMA, KOBE, HONG KONG, AND MANILA.—*Protesilaus*, Blue Funnel Line, about July 15; *Tyndareus*, Blue Funnel Line, about August 20.

From Vancouver, B.C.

To AUSTRALIA AND NEW ZEALAND.—*Canadian Importer*, Canadian Government Merchant Marine, Limited, about July 15; *Niagara*, Canadian-Australian Royal Mail Line, about July 21; *Kaikowra*, New Zealand Shipping Company, about July 25.

To YOKOHAMA, KOBE, HONG KONG, AND MANILA.—*Tyndareus*, Blue Funnel Line, about August 8.

To YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, MANILA, AND HONG KONG.—*Empress of Russia, C.P.O.S.*, about July 29.

To YOKOHAMA, KOBE, AND NAGASAKI.—A steamer, Transoceanic Company, early July.

To SHANGHAI, HONG KONG, MANILA, AND SINGAPORE.—*Melville Dollar*, Canadian Robert Dollar Company, late July.

To YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, AND HONG KONG.—*Monteagle*, C.P.O.S., about July 10.

SPARE PUBLICATIONS.

The Department of Trade and Commerce has on hand at present spare copies of a considerable number of publications which it would be glad to forward to any one in Canada desiring them, without charge, so long as the supply lasts. In some cases only single copies are available. Applications from libraries, universities, boards of trade or similar organizations will be given the preference. Applications should be addressed to "The Supplies Branch, Department of Trade and Commerce, Ottawa."

The demand for the spare publications heretofore listed has been very great and the supply in many cases exhausted within a day or so of the publication of the *Weekly Bulletin.*

Correspondents should confine their applications solely to the list given below. If other publications are desired a separate letter should be written.

Annuaire du Canada, 1910.
Canada Grain Act, with Amendments, 1912.
Canadian Economic Commission to Siberia, 1919.
Census of Canada, 1890-91, Vol. 3; 1890-91, Vol. 4; 1901, Vol. 1; Population, 1901, Vol. 3; 1911, Vol. 2, Religious Origins.
Census of the Northwest, 1885.
Census of the Northwest Provinces, Population and Agriculture, 1906.
Census of Statistics Monthly, Vols. 7 and 8, 1914-15; Vols. 9 and 10, 1915-16.
China and Japan, 1914.
Chinese Markets for Canadian Products, 1919.
Coal Fields of Nova Scotia, 1909.
Dominion Elections Act, 1917.
Final Report of the Fuel Controller, 1919.
German War and its Relation to Canadian Trade, 1914.
Grain Inspection in Canada, 1914.
Handbook for Export to South America, 1915.
Imperial Year Book, 1917-18.
Jubilee of Confederation, 1917. (English and French.)
List of Licensed Elevators and Warehouses, 1919.
Report of the Board of Grain Commissioners for Canada, 1917, 1918.
Report on the Need for the Suppression of the Opium Traffic in Casada, 1908.
Royal Commission on Grain Trade in Canada, 1906.
Royal Commission on a Dispute between the Bell Telephone Company and Operators at Toronto, 1907.
Russian Trade, 1916.
Special Trade Commission to Great Britain, France, and Italy, 1916.
The Royal Commission re the Alleged Employment of Aliens by the Père Marquette Railway in Canada, 1905.
Timber Export Trade of Australia, 1917.
Canadian Economic Commission to Siberia, 1919.
Trade after the War, 1916.
Trade with South China, 1919.
Trial Shipments of Buckwheat via Panama Canal to the United Kingdom, 1918.
Wholesale Prices of Canada, 1890-1909, 1910.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

G. B. Johnson, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rua Gonçalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

H. A. Chisholm, Canadian Government Trade Commissioner, 501 and 502, Teniente Rey 11, Havana. Casa de Corres—Apartado 1290. *Cable Address, Cantracom.*

France.

Hercule Barré, Canadian Government, Trade Commissioner, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland and Belgium.

A. Stuart Bleakney, Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

India.

H. R. Poussette, Canadian Government Trade Commissioner, c/o H. M. Trade Commissioner, McLeod House, Dalhousie Square, Calcutta.

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, vie Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; office 50-B Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Westminster House, Cape Town. *Cable Address, Canadian.*

South Eastern Europe.

L. D. Wilgress, Canadian Government Trade Commissioner, Athenee Palace Hotel, Bucharest. *Cable Address, Canadian.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commisioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

J. Vernon McKenzie, Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

W. C. Noxon, Director, Overseas Trade Branch of the Department of Trade and Commerce, 1 Regent Street, S.W. 1, Eng. *Cable Address, Canmission.*

United States.

John A. Cooper, Director Dominion Bureau of Information, 1463 Broadway, New York City.

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:
Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:
Valparaiso, British Consul General.

Colombia:
Bogota, British Consul General.

Ecuador:
Quito, British Consul General.
Guayaquil, British Consul.

Egypt:
Alexandria, British Consul General.

France:
Havre, British Consul General.
Marseilles, British Consul General.

India:
Calcutta. Director General of Commercial Intelligence.

Italy:
Genoa, British Consul General.
Milan, British Consul.

Mexico:
Mexico, British Consul General.

Netherlands:
Amsterdam, British Consul.

Panama:
Colon, British Consul.
Panama, British Vice-Consul.

Peru:
Lima, British Vice-Consul.

Portugal:
Lisbon, British Consul.

Spain:
Barcelona, British Consul General.
Madrid, British Consul.

Sweden:
Stockholm, British Consul.

Switzerland:
Geneva, British Consul.

Uruguay:
Monte Video, British Vice-Consul.

Venezuela:
Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows: H.M. Trade Commissioner, McLeod House, 28 Dalhousie Square, Calcutta, India, that of the Commissioner for the Straits Settlements is: Mr. A. F. G. Anderson, H.M. Trade Commissioner, Singapore, Straits Settlements.

LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE DEPARTMENT OF TRADE AND COMMERCE.

(Revised to September 15, 1919.)

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report re Mail Subsidies and Steamship Subventions.
Canada and the British West Indies (1915). (Out of print.)
Canada The Country of the Twentieth Century (1915). (Out of print.)
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Report of the Canadian Economic Commission (Siberia), 1919.
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Russian Trade (1916).
Trade of South China (1919).
Trade with China and Japan (1914).
Timber Import Trade of Australia (1917).
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Toy Making in Canada (1916).
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

BUREAU OF STATISTICS PUBLICATIONS.

Annual Report of the Trade of Canada.
Annual Report on the Coal Trade of Canada (1918).
Annual Report on the Grain Trade of Canada.
Beet Sugar Industry (The), (1908).
Canada Year Book (The), (Annual).
Criminal Statistics (Annual).
Directory of the Chemical Industries in Canada (1919).
Monthly Bulletin of Agricultural Statistics.
Monthly Coal Statistics.
Monthly Cold Storage Statistics.
Monthly Report of the Trade of Canada.
Report of the Fifth Census of Canada:
- Vol. I. 1912, Areas and Population by Provinces, Districts and Sub-districts, with introductions, etc. (Out of print.)
- Vol. II, 1913, Religions, Origins, Birthplace, Citizenship etc.
- Vol. III, 1913, Manufactures, 1911.
- Vol. IV, 1914, Agriculture, 1911 (Out of print.)
- Vol. V, 1915, Forest, Fishery, Fur, etc.
- Vol. VI, 1915, Occupations.

Report on the Census of Industry, 1917:
- Part I. Agricultural Statistics.
- Part II. Dairy Factories.
- Part III. Fisheries.
- Part IV. Section I, Lumber, Lath, Shingles, etc.
- Part IV, Section II, Pulp and Paper.
- Other parts in preparation.

Report of Census of Prairie Provinces (Population and Agriculture), 1916.
Report of Conference on Vital Statistics, June, 1918.
Report of Postal Census of Manufactures, 1916.
Special Report on Foreign Born Population.

VOL. XXIII. JULY 12, 1920 No. 858

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



A General View of the City of Brisbane, the Capital of Queensland, Australia. (*See* page 116.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa. Monday, July 12, 1920. No. 853.

TRADE WITH ROUMANIA.

TRADE COMMISSIONER L. D. WILGRESS.

Introduction.

Bucharest, May 10, 1920.—Roumania is one of the most important markets in Europe for the future development of Canadian trade in manufactured goods. A country with great agricultural, mineral and forest resources, she will require to import a large quantity of supplies and equipment which can be shipped from Canada. Before the war Roumania was the largest in extent of territory of all the Balkan States and the richest in respect of natural resources. Her commerce equalled that of Serbia, Bulgaria, Montenegro, and Greece put together. As a result of the war Roumania has more than doubled both in area and population, and now ranks as one of the large states of Europe. The development of her natural resources presents possibilities for trade which are equalled by few other European markets.

Old Roumania had an area of 53,222 square miles and a population of 7,900,000. Greater Roumania as constituted by the peace treaties has a total area of 118,141 square miles and a population of approximately 16,700,000. The foreign commerce of Old Roumania amounted in 1913 to a value of $252,000,000, of which exports accounted for $134,000,000 and imported goods for $118,000,000. We are justified in presuming that the trade of Greater Roumania will be more than double these figures when normal production is once more resumed.

Roumania is essentially an agricultural country. About 83 per cent of the total population of the Old Kingdom live in villages and agriculture is their chief occupation. The petroleum and salt deposits, the forests and the fisheries, however, provide important secondary sources of wealth, and these resources may be said to have been only partially exploited. Although some progress had been made before the war in manufacturing industry, the production was insignificant as compared with the requirements of the domestic market. The greatest development was in those industries utilizing the products of the country as raw material, such as beet-sugar factories, flour mills, paper mills, cement works, etc. Most of the factories were despoiled of their equipment during the German occupation and will require to be refitted. The products which Roumania requires to import from abroad are therefore mostly manufactured articles and machinery and equipment for the development of the natural resources of the country. There are many lines of manufactures required which Canada should be in a position to supply to Roumania, since the physical conditions and resources of the two countries are similar, and where the difference in social conditions is not too important a factor Canadian manufactured products should be suitable to Roumanian requirements.

EXPORTS FROM ROUMANIA.

The principal exports from Roumania in 1913 were cereals valued at $97,300,000; oil products, at $26,300,000; vegetables and plant products, at $6,800,000; and wood products, valued at $4,740,000. The agricultural production of Old Roumania amounted before the war to over 6,400,000 metric tons of a total value of approxi-

mately $270,000,000. Besides wheat, corn and other cereals, considerable quantities of beans, peas, potatoes, colza, rapeseed, and tobacco are raised. The production of crude oil was approximately 1,800,000 tons a year, of which about 40 per cent was consumed within the country and the remainder exported in the form of various refined oil products. The slopes of the Carpathian mountains are covered with thick forests, which provided the raw material for the 71 saw-mills operating in Roumania before the war. To this industry has now been added the exploitation of the abundant forest wealth of the newly acquired territories of Transylvania and Bucovina. Old Roumania has important salt deposits, the production from which prior to 1914 amounted to about 125,000 tons a year. The fisheries of the Danube lakes and the Dobrudja yielded an annual catch valued at $1,500,000.

BALANCE OF TRADE.

The surplus products of the above industries comprised the principal exports from Roumania. Since 1900 the balance of trade has been steadily in favour of Roumania, the only exceptions being the famine year 1908 and the war period. The export trade during the ten years preceding the outbreak of the war exceeded the total value of goods imported by $160,000,000. Both imports and exports, however, have shown a steady expansion. Exports from Roumania were shipped principally to Belgium, Italy, Austria-Hungary, France, Germany, Holland, and Turkey. The bulk of the Roumanian wheat went to Antwerp and from thence was distributed throughout the neighbouring countries. Of the imports into Roumania, Germany and Austria-Hungary supplied the largest shares with 37 and 22 per cent respectively. Great Britain came third with 14 per cent, France fourth with 6 per cent, followed by Italy and the United States, each with less than 6 per cent.

TRADE INFLUENCE OF GERMANY.

These percentages of the total import trade held by the principal competing countries are significant in regard to the present opportunity for securing a foothold in the trade with Roumania. They show to what extent this country was before the war the commercial appendage of Germany. There is no doubt that Germany pursued a persistent policy of trade penetration which aimed at the complete domination of the Roumanian market. Her share of the total trade of Roumania increased 212 per cent in the ten years preceding the war. German is the most useful language in Roumania for business purposes after Roumanian and German commercial methods are largely copied. German and Austrian firms had to a certain extent the advantage of geographical proximity to the Roumanian market. They shipped their goods by rail across the border or by the Danube river, although in the case of bulky goods shipments were frequently made by steamer from Hamburg or Trieste to Roumanian ports. Roumania was regarded by the German and Austrian firms as an adjunct of their home trade and their travellers after visiting customers in Eastern Hungary continued the journey to Roumania.

CHANGED CONDITIONS AFTER THE WAR.

The geographical advantages possessed by Germany and Austria in the trade with Roumania have been materially lessened as a result of the war. Transport by railway will be difficult for several years to come. Germany is now shut off from the Roumanian market by a ring of Slav countries—Czecho-Slovakia, Poland and Jugo-Slavia. Customs barriers now displace the former agreements with Austria-Hungary facilitating the through shipment of German goods. The Austrian industrial centres, which formerly supplied Roumania, are now mostly included in the Republic of Czecho-Slovakia. This latter country is making every effort to secure as large a share

as possible of the trade with Roumania. Hence German goods to reach Roumania by rail will have in the majority of instances to pass through the territory of one of the chief competitors of Germany.

It is evident from these considerations that Roumania will have to depend to a great extent upon new sources of supply for many of the articles formerly obtained from Germany. Thus without considering how long it will take Germany to recover from its present stagnation, we see that it is improbable that Germany will be able to regain the whole of her former large share of the total trade of Roumania. Moreover, the above considerations show that in future the bulk of the goods imported will reach Roumania by sea through the ports of Galatz and Constanza. There will therefore be greater equality of opportunity for competing countries and, provided adequate steamship facilities are available from Canadian ports to the Black sea, Canada should be able to bid for Roumanian business without being handicapped by the geographical disadvantages which formerly hindered the development of trade between North America and southeastern Europe.

STEAMSHIP FACILITIES.

The question of steamship facilities is of vital importance to countries desirous of taking advantage of the readjustment of commercial relations with markets such as Roumania, formerly largely dependent upon Germany for supplies of manufactured goods. Canadian manufacturers will be handicapped in competing with United States and British firms if regular sailings are not available from Canadian ports to the Eastern Mediterranean and Black sea. It is to be hoped that the Canadian Government Merchant Marine will soon have sufficient steamers to inaugurate such a service. The steamers could call at the Roumanian port of Galatz during the summer and at Constanza during the winter. There is no doubt that ample cargoes would be offering for the maintenance of a service of this kind, which would greatly stimulate the development of Canadian trade not only with Mediterranean markets, but also with the Black Sea countries of Bulgaria, Roumania, Southern Russia (when again open to trade), and Transcaucasia.

"The second of this series of articles will be published in the next number of the *Weekly Bulletin.*)

PAYMENT FOR CANADIAN GOODS IN CANADIAN FUNDS DESIRABLE.

Trade Commissioner D. H. Ross.

Melbourne, May 17, 1920.—*Weekly Bulletin* No. 838, of February 23 last, contained two paragraphs, under the above heading, in which is was strongly stressed that Canadian manufacturers should send their quotations, either by cablegram or by letter, to Australian and other oversea buyers only upon the basis of "payment in Canadian funds" rather than (as was frequently the case) stipulate for payment in "New York funds," which latter procedure was objectionable for reasons then set forth.

Recent mails have brought forward criticisms of the previous review, some distinctly favourable and some decidedly hostile, and, while it is not intended to attempt an academic argument upon this difficult and much involved question, it is thought desirable that notice should be taken of the contentions raised by some companies to the effect that it is alike to the trading advantage of Canadian exporters and Australian importers that their quotations should be upon the basis of "payment in New York funds."

As emphasized in the previous report, when quotations are received in Australia for which payment is stipulated in New York funds, it undoubtedly conveys the impression that the industry so quoting is dominated or controlled by United States capital.

CANADIAN AND UNITED STATES QUOTATIONS.

Obviously, by stipulating for payment in New York funds, Canadian manufacturers are able to quote on the lowest possible level, and if payment is to be made in Montreal funds Canadian quotations would admittedly be upon a higher basis. The questions to be considered by alert and intelligent Australian buyers are (1) low quotations and a higher rate of conversion of sterling money, and a relatively higher quotation; and (2) a correspondingly lower rate of conversion. The Australian importer is daily *au fait* with the disparity between Montreal and New York conversion rates and can readily compute his f.o.b. or landed costs accordingly.

The rates on May 15 were Montreal $4.23 and New York $3.81 for the pound sterling, which demonstrates that the Australian importer obtains 42 cents more for his pound sterling in Canada than he does in the United States, which important factor in computing costs is not overlooked.

CONVERSION RATES CLOSELY STUDIED BEFORE PLACING ORDERS.

The position taken up by some Canadian manufacturers appears to be that, in the present circumstances, they are justified in taking from oversea buyers not only the profit on the goods they sell to them but also to profit on the exchange (or conversion) arising out of the transaction. Business carried through on such a basis would possibly prove attractive to Canadian exporters, but such a policy is not conducive to much enthusiasm from Australian buyers.

Before placing an order it is only natural that Australian buyers will compute how much merchandise their pound sterling will secure for them from Canada, the United States, or whatever country they may receive their quotations from. The rate of exchange or conversion—the same as marine freight, insurance, etc.—is one of their items of cost, and they will place their orders in the country where they can secure the largest quantity of goods, of the quality they desire, for the least amount of their own money.

THE SENTIMENT OF TRADING WITHIN THE EMPIRE.

It is questionable policy to dictate to oversea buyers—of undoubted financial standing—that payment for Canadian goods should be made in other than Canadian funds. Quoting in New York funds arouses suspicion in the minds of Australian merchants that the Canadian manufacturers so doing are either dominated by United States capital or that they are enjoying some advantage not apparent to the buyers. In seeking for a more extensive market in Australia it is eminently desirable that any suspicion of the idea of taking (what may be construed) an unfair trading advantage should be removed. The sentiment of "trading within the Empire" was never stronger in Australia than at the present time, and Canadian exporters should not discount this pronounced desire by raising such obstacles (and impressions) as quoting for payment for their goods in other than Canadian funds.

NOTE.—The Commercial Intelligence Branch has received letters from several bankers and manufacturers, some of them agree with Mr. D. H. Ross while others favour quotations in New York funds, chiefly on the ground of greater stability.

NEW DANISH BANKING LAW.

(United States Commerce Reports.)

The new Danish law relative to banks and banking will be put in force on October 4, 1920. Paragraph 4, section 2, of this law reads as follows: "Foreign banks cannot establish business branches in this country without the consent of the Minister of Commerce." The Minister of Commerce has not yet announced his decision concerning the conditions to be imposed on foreign banks that desire to transact business through branches in Denmark.

TRADE NOTES FROM MANCHESTER.

TRADE COMMISSIONER J. E. RAY.

Demand for Picture Frames and Mouldings.

Manchester, June 25,1920.—In Manchester and district there exists a big demand for picture frames, timber for the manufacture of the same, and various kinds of mouldings. In pre-war days large supplies came from Germany, but during the war the trade passed almost entirely into the hands of Italy, as will be seen by the following tables of imports:—

Mouldings for Picture Frames and Gilt Mouldings.	1914.	1915.	1916.	1917.	1918.
Norway	£ 3,155	£ 6,259	£ 5,605	.....	—
Germany	95,435	.....	148	£ 840	—
Netherlands	13,500	26,157	21,486	1,849	—
Italy	867	16,573	45,704	32,881	£53,569
United States	2,202	4,103	6,291	118	—
Other foreign countries	4,780	5,004	4,840	.....	155
Total from foreign countries	£119,939	£58,096	£84,074	£35,688	£53,724
Total from British possessions	.....	£749	£2,514	.....	—
Total	£119,939	£58,845	£86,588	£35,688	£53,724

Plain oak and finished mouldings were imported from the United States until the year 1918, when supplies ceased, but it is understood that during last year the United States manufacturers resumed trade with their old British connections.

One importer states that he would prefer what are known as raw oak mouldings. The majority of firms are seeking 3-inch walnut and 2-inch composition mouldings, and 2-inch, 3-inch, and 4-inch gilt mouldings. If Canadian manufacturers can supply composition mouldings, gilt slips and flats, such as were at one time purchased from Germany, they an be assured of an excellent market, conditionally that finish and prices are satis factory.

Vulcanized Rubber: A Manchester Discovery.

It is of the utmost importance that goods delivered shall be equal to samples. It is reported that a very important discovery of a new process of vulcanizing rubber has been made by Prof. Peachey of the Manchester College of Technology. Laboratory experiments prove that the process will have far-reaching effects on the rubber manufacturing industry. The importance of the discovery is in the fact that it is a method of cold vulcanizing. It makes use of the two gases, sulphuretted hydrogen and sulphur dioxide, which react on each other to produce water and free sulphur. The professor has found that when crude rubber, either in a solid form or in solution, is treated with these two gases the sulphur produced by their interaction vulcanizes the rubber. If the rubber be mixed with a waste material such as sawdust or leather scraps or paper, and the mixture is vulcanized, the resultant materials will serve a variety of useful purposes.

Cotton Research Plans in Lancashire.

The British Cotton-Growing Research Association has just issued a report covering the first nine months of its work. While the actual research work has scarcely begun, plans for an aggressive policy are well in hand. Premises have been acquired in Manchester, and the council is issuing a special building fund appeal for £250,000. The report states that the council's next step is to appoint heads of departments on the subjects of chemistry, physics, colloids, botany and technology. The main object in view will be the arrival at the principles or theory underlying the practice of industry. The application of the theory will be left to those actively engaged in the cotton industry.

RICE CULTIVATION ASSOCIATION IN GREECE DESIRES MACHINERY.

The issue of the *Near East* of May 27 says that the Rice Cultivation Association of Messina, Greece, through its president, has requested bids for the supply of rice threshing, peeling, and polishing machinery, and motor trucks for the conveyance of the rice. Offers should be on the basis of delivery c.i.f. Piraeus or Kalamata, and should be accompanied by designs, terms of payment, and any other desirable information.

ITALY'S TRADE FOR 1919.

TRADE COMMISSIONER W. McL. CLARKE.

PART II.

Italian Trade According to Countries.

There is given hereunder the value of Italy's foreign trade with the principal countries concerned for the seven-year period 1913-19:—

IMPORTS INTO ITALY.

From—	1919.	1918.	1917.	1916.	1915.	1913.
			(Millions of lire.)			
Austria-Hungary	....	....	....	....	34	264
France	710	1,026	992	595	240	283
Germany	....	....	....	....	135	612
Great Britain	2,332	2,189	2,163	1,974	849	591
Greece	29	17	21	....	....	—
Spain	196	230	197	207	90	—
Switzerland	357	156	248	209	118	81
British Indies	802	1,164	1,503	321	221	—
Egypt	266	193	141	81	58	—
Tripoli and Cyrenaica	18	8	13	....	....	—
Tunis	92	31	32	....	....	—
Argentina	1,411	1,493	803	553	480	166
Brazil	361	234	199	....	....	—
United States	7,401	6,226	5,969	3,414	1,759	522

EXPORTS FROM ITALY.

To—	1919.	1918.	1917.	1916.	1915.	1913.
			(Millions of lire.)			
Austria-Hungary	....	....	....	....	104	221
France	1,121	902	912	737	437	231
Germany	....	....	....	....	....	343
Great Britain	666	559	482	447	391	261
Greece	123	100	92	....	....	—
Spain	46	29	41	36	47	—
Switzerland	642	283	604	631	314	249
British Indies	48	32	79	80	51	—
Egypt	118	96	134	115	68	—
Tripoli and Cyrenaica	95	39	62	....	....	—
Tunis	37	17	26	....	....	—
Argentina	125	99	191	200	141	185
Brazil	36	44	52	....	....	—
United States	453	127	244	315	283	267

From the foregoing it is evident that Italy in 1919 drew her supplies principally from the United States, Great Britain, Argentina, British India, France, Switzerland, Brazil, Egypt, and Spain in the order named. Italy's exports for 1919, on the other hand, were destined principally for France, Great Britain, Switzerland, United States, Argentina, Greece, and Egypt.

Principal Articles Imported from Foregoing Countries.

The table which follows illustrates the principal imports into Italy from the United States, Great Britain, Argentina, British India, France, Switzerland, Brazil, Egypt, Spain, Tripoli, and Tunis:—

IMPORTS FROM THE UNITED STATES.

Article.	Quantity.	Value. Lire.
Pure spirit	hectolitres. 5,063	2,784,050
Fixed oils	quintals. 58,155	27,938,870
Mineral oils, oils of resin and tar	" 3,199,888	437,941,375
Coffee	" 1,005	552,750
Sugar	" 559,563	125,904,505
Glucose	" 21,588	10,794,000
Cocoa	" 517	342,800
"	" 517	342,800
Chocolate	" 502	502,000
Tobacco	" 271,914	213,857,288
Acetic acid	" 2,711	4,066,500
Stearic acid	" 7,158	3,579,000
Caustic soda	" 26,477	4,633,475
Oxide of zinc	" 7,856	2,749,600
Sulphate of ammonium	" 24,136	4,344,480
Ammoniacal salts, n.o.s.	" 14,591	6,565,950
Glycerine	" 21,160	24,334,000
Acetone	hectolitres. 8,923	4,684,575
Acetate of lime (impure)	quintals. 3,724	1,024,100
Naphthaline	" 3,944	11,832,000
Quinine salts and alkaloids, n.o.s.	kilos. 18,319	2,786,740
Paraffin	quintals. 135,180	54,072,000
Colophony or resin	" 22,938	5,734,500
Explosives, cartridges, etc.	" 66,279	89,115,900
Other chemical and medicinal products	" 21,033	11,933,815
Indigo (natural)	" 131	655,000
Colouring extracts, paints	" 7,750	12,119,576
Varnishes	" 2,274	1,337,100
Ink	" 483	563,450
Cordage and twine	" 775	629,400
Jute sacks	" 13,287	9,300,900
Raw cotton	" 1,370,110	1,401,724,036
Cotton manufactures	" 9,874	16,159,340
Wool, unscoured and washed	" 12,932	20,112,680
Woollen textiles and other manufactures thereof	" 2,436	9,907,160
Silk textiles	kilos. 38,026	6,220,741
Lumber	tons. 23,902	12,552,400
Wood in small boards	quintals. 8,166	506,292
Wooden articles	" 6,767	1,801,815
Rags	" 3,946	1,252,600
Wood-pulp	" 58,950	14,737,500
Paper and cardboard	" 55,667	10,768,410
Hides and their manufactures	" 11,651	74,082,270
Boots and shoes of leather	pairs. 800,731	36,833,626
Scrap iron and pig-iron	quintals. 1,301,462	78,957,630
Manufactures of pig-iron, iron and steel.	" 3,372,596	731,572,890
Copper, brass and bronze (unmanufactured)	" 567,331	312,032,050
Manufactures of copper, brass and bronze.	" 100,383	113,010,310
Scrap nickel and nickel plates and sheets.	" 12,831	13,233,900
Lead (unmanufactured)	" 10,463	2,929,640
Scrap zinc, zinc, ingots, plates and sheets.	" 163,554	57,997,780
Scrap aluminium, aluminium sheets, bars and tubes	" 11,623	12,359,200
Metals and their alloys (not specified)	" 36,396	20,017,800
Machines and their parts	" 430,454	215,926,055
Scientific instruments	" 9,809	23,445,720
Incandescent electric lamps	hundred. 16,793	5,877,550
Velocipedes	number. 1,321	3,384,100
Parts of the foregoing item	quintals. 659	1,318,000
Rolling stock	" 538,517	160,999,400
Bitumen	" 2,648	317,760
Coal	tons. 1,159,252	289,813,000
Prepared coal for electro-technics	quintals. 54,032	18,483,200
Bricks	tons. 2,136	1,388,940

IMPORTS FROM THE UNITED STATES.—*Concluded.*

Article.	Quantity.	Value. Lire.
Terra-cotta	quintals. 3,633	1,852,830
Porcelains	" 2,938	1,251,920
Manufactures of india-rubber and gutta-percha	" 775	1,476,000
Dry vegetables	tons. 9,722	19,372,600
Cereals	" 1,324,209	1,317,626,000
Wheat flour	quintals. 2,453,680	294,441,600
Flour of other cereals	" 209,897	21,352,140
Wheat meal	" 4,209	547,170
Starch and fecula	" 9,323	2,750,225
Meat (frozen)	" 81,281	43,891,740
Salted meats and unsmoked bacon	" 939,107	735,095,850
Meat extract	" 1,824	1,550,400
Fish and shell-fish	" 252,370	114,943,380
Casings	" 4,053	1,215,900
Egg powder	" 833	416,500
Sterilized milk	" 3,620	362,000
Condensed milk	" 123,968	34,990,725
Butter (milk)	" 6,534	4,573,860
Lard	" 21,651	12,990,600
Other fats	" 18,388	5,516,400
Honey	" 1,258	691,900
Mother of pearl, unmanufactured and manufactured	kilos. 22,676	257,380
Haberdashery	" 274,111	15,579,621
Celluloids	quintals. 3,071	7,156,700
Other goods, n.o.s.	.....	13,859,666
Total		7,401,387,201

PRINCIPAL IMPORTS FROM GREAT BRITAIN.

Article—	Quantity.
Medicinal products	quintals. 53,685
Manufactures of cotton	" 27,320
Wool and wool waste	" 58,649
Tanned leathers and manufactures thereof	" 4,010
Iron and steel	" 752,800
Manufactures of pig-iron, iron and steel	" 234,915
Other metals	" 60,000
Machines and their parts	" 120,000
Coal	tons. 4,689,786
Manufactures of india-rubber	quintals. 17,427

PRINCIPAL IMPORTS FROM ARGENTINA.

Cereals	tons. 700,588
Frozen and prepared meat	quintals. 835,805
Wool, unscoured and washed	" 74,510
Raw hides	" 64,705
Wheat flour	" 230,000
Tannic acid	" 120,000
Fats	" 97,000

PRINCIPAL IMPORTS FROM BRITISH INDIA.

Raw cotton	quintals. 257,328
Raw jute	" 327,610
Cereals	tons. 72,351
Raw hides	quintals. 23,407
Seeds	" 176,304
Dry vegetables	tons. 20,000
Rice	" 51,450
Benzine	quintals. 174,000
Linseed oil, cocoanut oil, castor oil	" 88,000

PRINCIPAL IMPORTS FROM FRANCE.

Article.	Quantity.
Gums and resins	quintals. 100,755
Medicinal products	" 140,000
Silk treated and silk waste	" 1,636
Silk textiles, ribbons and other manufactures thereof	kilos. 332,800
Rags	quintals. 61,644
Tanned leather and manufactures thereof	" 9,125
Scrap iron, pig-iron and steel	490,414
Coal	tons. 220,000

PRINCIPAL IMPORTS FROM SWITZERLAND.

Colours and tanning extracts	quintals. 11,000
Lumber	tons. 124,376
Wood-pulp	quintals. 42,806
Manufactures of pig-iron, iron and steel	" 50,000
Machines and their parts	" 78,870
Watches	number. 1,323,058
Cattle	heads. 7,506

PRINCIPAL IMPORTS FROM BRAZIL.

Coffee	quintals. 322,000
Raw hides	" 73,725
India-rubber and gutta-percha (raw)	" 27,812
Fats	" 46,547
Frozen and prepared meat	" 36,000

PRINCIPAL IMPORTS FROM EGYPT.

Raw cotton	quintals. 160,000
Wool	" 56,000
Raw hides	" 7,475

PRINCIPAL IMPORTS FROM SPAIN.

Olive oil	quintals. 68,765
Lead (unmanufactured) and manufactured	" 168,145
Fish	" 183,000

Principal Exports to Foregoing Countries.

There follows hereunder Italy's principal exports to France, Great Britain, Switzerland, the United States, Argentina, Greece, Egypt, Spain, British India, Brazil, Tripoli, and Tunis:—

EXPORTS TO FRANCE.

Article—	Quantity.
Wines and vermouth	hectolitres. 278,000
Raw and carded hemp	quintals. 128,593
Manufactures of flax and hemp	" 49,100
Cotton textiles and other manufactures thereof	" 70,000
Wool manufactures	" 11,000
Silk treated and silk waste	" 30,000
Tanned hides and manufactures thereof	" 10,599
Machines and their parts	" 21,513
Sulphur	" 707,553
Oranges and lemons	" 352,274
Dry fruit	" 103,238
Tomato sauce	" 40,000
Other vegetable products	" 216,000

EXPORTS TO GREAT BRITAIN.

Hemp	quintals. 143,000
Silk treated and silk waste	" 4,168
Silk textiles and manufactures	kilos. 1,116,348
Kid gloves	hundred pairs. 37,838
Oranges and lemons	quintals. 356,682
Fruit and herbs (prepared)	" 65,000
Tomato sauce	" 154,000
Other vegetable products	" 201,000
Hats	hundred. 22,251

EXPORTS TO SWITZERLAND.

Article.		Quantity.
Silk treated and silk waste	quintals.	27,648
Cotton manufactures	"	44,757
Wine	hectolitres.	150,937
Oranges and lemons	quintals.	635,000
Other vegetable products	"	219,086

EXPORTS TO THE UNITED STATES.

Silk treated and silk waste	quintals.	16,195
Essences of citrous fruits	kilos.	388,083
Citrate of calcium	quintals.	22,068
Tanned hides and manufactures thereof	"	252,000
Citrous fruits	"	400,906
Dry fruit	"	184,423
Seeds not specified	"	62,625

EXPORTS TO ARGENTINA.

Cotton textiles and manufactures	quintals.	15,264
Manufactures of hemp, flax and jute	"	8,427
India-rubber products	"	2,126
Seeds (not specified)	"	18,362
Wine	hectolitres.	21,654

EXPORTS TO GREECE.

Cotton manufactures	quintals.	26,050
Sulphur	"	156,853
Cordage and twine	"	7,453
Boots and shoes	pairs.	18,000

EXPORTS TO EGYPT.

Cotton textiles and manufactures	quintals.	21,825
Silk manufactures	kilos.	127,413
Paper and books	quintals.	99,698

EXPORTS TO SPAIN.

Staves for barrels	tons.	30,525
Sulphur	quintals.	338,000

EXPORTS TO BRITISH INDIA.

Cotton manufactures	quintals.	3,313
Dry fruit	"	37,339
Scientific instruments	"	1,907
Silk treated and silk waste	"	544
Silk textiles	"	34,625

EXPORTS TO BRAZIL.

Wines and vermouth	hectolitres.	29,000
Silk treated and silk waste	quintals.	271
Flax and hemp manufactures	"	3,479

EXPORTS TO TRIPOLI.

Flour and macaroni	quintals.	111,162
Wine and vermouth	hectolitres.	42,221
Cotton manufactures	quintals.	4,820
Prepared meat and meat extracts	"	14,383

EXPORTS TO TUNIS.

Cotton manufactures	quintals.	9,433

Canada's Trade with Italy.

To form any idea of Canada's total trade with Italy for the year 1919 it is necessary to turn to the Canadian Government trade returns, as the Italian trade statistics, except in a few cases, group imports from and exports to Canada under the heading of "Other countries."

If, however, a reference is made to the Canadian tabulated returns, it is evident that Italy bought from Canada during the eleven-month period, January to November, 1919, some $19,130,079 worth of goods. This is almost three times the value of Canadian exports to Italy for the corresponding period of 1918 and practically eight times the value of Canadian exports to Italy in 1917.

Hereunder are given the declared value of Canadian exports to Italy for the seven-year period 1913-19, the figures for 1919, 1918, and 1917 being only for the eleven-month period January-November, while the figures for 1916, 1915, 1914, and 1913 are for the Canadian fiscal year.

EXPORTS FROM CANADA TO ITALY.

Year.	Value.
1913	$ 605,719
1914	655,256
1915	1,840,910
1916	10,733,288
1917 (January-November)	2,530,428
1918 " "	6,793,539
1919 " "	19,130,079

The increase in the value of Canada's exports to Italy for 1919 is particularly striking when compared with Canadian exports to this country for any preceding year. If 100 be taken as the index number of the value of these exports for 1913 the proportionate index number for 1919 would be 3162, or in other words, Canada's exports to Italy for 1919 were over thirty times greater in value than in the last pre-war year.

It is, moreover, interesting to notice that whereas in 1917 Canadian exports to Italy occupied twelfth place in the list of countries to which Canada exported, in 1918 Italy occupied eighth place, and in 1919 fourth place, being preceded only by the United Kingdom, United States, France, and Italy.

KIND OF CANADIAN GOODS SHIPPED TO ITALY.

Canadian exports to Italy for the year 1919 included wheat, wheat flour, canned vegetables, canned salmon, canned meat, cheese, codfish, locomotives, brass rods, sheets and tubing, hardware, metals, asbestos, and mineral wax.

CANADIAN AGENCIES.

A small number of Canadians have visited this market during the past year for trade investigations and to the knowledge of this office several important Canadian representatives have been appointed in Italy. The intensifying of this policy cannot be too strongly urged and the writer is hopeful that many more Canadian firms will be represented in Italy this year.

OPENING FOR CANADIAN BANK.

In the absence of any British bank in Italy, the opening up of a branch of a Canadian institution deserves attention. The British colony in Italy feel very strongly on this subject and a Canadian bank, recognized as it would be as a British bank, if organized in Italy, should find a remunerative field while at the same time it would tend to increase and maintain Canada's reciprocal trade with this country.

STEAMSHIP COMMUNICATION.

The writer is glad to point out that one of the most important steamship lines in Italy, the Navigazione Generale Italiana, is organizing a service to Canada direct from Genoa (calling in the fall at Malaga) and sailing for Sydney, Quebec and Montreal. The writer understands from the secretary general of this steamship company that negotiations are in course with a Canadian steamship line for the supplying of two boats which, with the two to be finished by the Navigazione Generale Italiana, will suffice for a regular monthly service. The importance of this steamship line in the interests of Italo-Canadian trade cannot be overestimated.

POSTAL SERVICE.

In concluding, a word should be added about the mail arrivals at this office. Not only at times during 1919 but since the first of the current year two postal and telegraph strikes of long duration have held up incoming correspondence and prevented the quick despatch of replies to Canada, and it may be that many letters sent forward have never reached this office nor the addressee in Canada. It is greatly to be hoped that the rest of 1920 will be free from such disturbing influences and that the postal and telegraph service will show an approximation to pre-war functioning.

Trade of Canada with Italy.

(Compiled by External Trade Division, Dominion Bureau of Statistics.)

IMPORTS INTO CANADA FOR CONSUMPTION FROM ITALY.

Fiscal Year ended March 31, 1920.

Articles Imported.	Imports, 1920. Quantity.	Value.
Vegetable products—		
Beverages—		
Brandy..gal.	9	$ 32
Cordials.."	62	245
Vermouth.."	5,314	15,660
Wines, non-sparkling.."	6,222	12,737
Wines, sparkling..	.....	1,946
Buttons of vegetable ivory..	.....	4
Fruits—		
Fresh—		
Lemons..	.....	100,890
Oranges..	.....	13,993
Other fresh fruit..	.....	10,413
Dried—		
Figs..lb.	3,150	973
Other, dried.."	85,618	9,183
Canned and preserved—		
Citron, lemon and orange rinds in brine..	.....	1,130
Olives, not bottled..gal.	6,674	2,580
Grain—beans..bush.	111	338
Nuts—		
Almonds, not shelled..lb.	36,798	7,545
Filberts, not shelled.."	231,433	52,815
Pecans, not shelled.."	816	150
Walnuts, not shelled.."	43,823	9,000
Other nuts, not shelled.."	4,753	753
Almonds, shelled.."	214,025	95,480
Other nuts, shelled.."	4,115	1,538
Oils—olive..gal.	10,049	49,808
Seeds..	.....	52
Sugar candy..lb.	330	145
Tobacco—snuff.."	102	54
Vegetables—		
Fresh..	.....	2,858
Tomatoes, in cans..lb.	11,550	4,490
Vegetables, in cans, n.o.p.."	46,213	6,695
Total, vegetable products..	.....	$ 401,508

IMPORTS INTO CANADA FOR CONSUMPTION FROM ITALY.—*Continued.*

Articles Imported.	Imports, 1920. Quantity.	Value.
Animal products—		
Cheese..lb.	3,486	$ 3,169
Fish—		
Fish, preserved, in oil	.....	85
Fish, prepared, n.o.p.	.....	169
Ivory manufactures	.....	89
Leather—		
Glove leather	.....	13,878
Gloves	.....	13,453
Total, animal products	.....	$ 30,843
Fibres, textiles and textile products—		
Cotton and manufactures of—		
Fabrics, yarn or piece dyed..yd.	7,858	$ 12,718
Damask of cotton, in the piece, including uncoloured table-cloths and napkins of cotton	.....	2,408
Sheets and pillow cases of cotton	.....	1,955
Velveteens and plush fabrics..yd.	2,789	2,690
Embroideries, white and cream coloured	.....	64
Laces, white and cream coloured	.....	1,300
Lace, n.o.p., lace collars, nets and nettings of cotton, linen, sik or other material	.....	1,608
Other manufactures of cotton	.....	5,121
Flax, hemp and jute—		
Jute or hemp yarn, plain, dyed or coloured, for weaving purposes, etc..lb.	167,590	78,211
Linen clothing	.....	122
Doilies, tray cloths, sheets, quilts, counterpanes and pillow cases of linen	.....	21,740
Embroideries and lace of lien, white and cream coloured	.....	18
Uncoloured damask of linen in the piece	.....	93
Other manufactures of hemp or flax	.....	82
Hair and manufactures of—		
Hair, cleaned..lb.	3	39
Hair, curled	.....	328
Silk and manufactures of—		
Bolting, cloth, not made up	.....	1,492
Silk fabrics	.....	42,808
Velvets, other than pure silk, and plush fabrics, n.o.p..yd.	50	194
Ribbons	.....	94
Wool and manufactures of—		
Yarns, composed wholly or in part of wool, worsted, the hair of the goat or like animal, n.o.p., costing 30 cents per pound or over..lb.	19,919	7,223
Mixed textile fabrics—		
Curtains and shams	.....	90
Braids or plaits of chip, palm leaf, Manila, willow, osier, rattan, straw, Tuscan or grass, suitable for making or ornamenting hats	.....	47,731
Hats, caps and bonnets, straw, grass or chip	.....	23,541
Hats, caps and bonnets, beaver, silk or felt	.....	143,420
Hoods, Manila	.....	87
Hats, caps and bonnets, n.o.p.	.....	1,177
Braids, cords, fringes and tassels	.....	267
Total, fibres, textiles and textile products	.....	$ 396,621
Wood, wood products and paper—		
Books and printed matter—		
Photographs, chromos, chromotypes, artotypes, oleographs, paintings, drawings, pictures, engravings or prints, decalcomania transfers of all kinds, or proofs therefrom, and similar works of art, n.o.p., blue-prints and building plans	.....	193
Advertising pamphlets, show cards, etc..lb.	25	5
Bibles, prayer books, etc.	.....	6,499
Books on the application of science to industries of all kinds	.....	472
Total, wood, wood products and paper	.....	$ 7,169
Iron and its products	No importation.	

IMPORTS INTO CANADA FOR CONSUMPTION FROM ITALY.—*Concluded.*

Articles Imported.	Imports, 1920. Quantity.	Value.
Non-ferrous metals and their products—		
Aluminium manufactures, n.o.p.	.....	$ 34
Lamps, side lights, head lights and lanterns	.....	232
Jewellery	.....	42
Total, non-ferrous metals and their products	.....	$ 308
Non-metallic minerals and their products—		
Articles of glass, not plate or sheet, designed to be cut or mounted, and manufactures of glass	.....	$ 3,605
Alabaster, spar, amber, terra-cotta or composition ornaments	.....	333
Lead pencils	.....	12
Marble, sawn or sand rubbed, not polished	.....	21,379
Marble, rough, not hammered or chiselled	.....	6,791
Marble, manufactures of, n.o.p.	.....	2,887
Precious stones and imitations thereof	.....	11,121
Pumice and pumice stone, lava and calcareous tufa	.....	204
Total, non-metallic minerals and their products	.....	$ 46,332
Chemicals and allied products—		
Acids—		
Tartaric acid crystals ..lb.	43,680	$ 31,120
Acids, other, n.o.p. "	6,740	6,273
Medicinal preparations, dry "	.....	248
Medicinal preparations, all other	.....	92
Spirits and strong waters ..gal.	76	174
Dyeing and tanning materials—		
Camwood and sumac and extract thereof ..lb.	44,244	1,650
Dyeing or tanning articles in a crude state used in dyeing or tanning "	21,100	1,049
Oils—essential oils ..gal.	9,625	17,312
Paints, pigments and varnishes—ochres, ochrey-earths, siennas and umbers ..lb.	83,599	3,473
Perfumery—		
Hair oil, tooth and other powders and washes, pomatums, pastes and all perfumed preparations	.....	39
Roots, medicinal	.....	2,806
Soap—Castile soap ..lb.	7,052	2,377
Drugs, crude, such as barks, flowers, roots, etc	.....	2,874
Other drugs and chemicals	.....	373
Total, chemicals and allied products	.....	$ 69,860
All other commodities—		
Apparel of British subjects dying abroad	.....	$ 200
Articles ex-warehoused for ships' stores	.....	559
Boxes, fancy, ornamental cases and writing desks	.....	99
Buttons, not covered	.....	28
Dolls	.....	130
Musical instruments	.....	979
Packages	.....	5,091
Pocket books, portfolios, purses, etc	.....	296
Shades	.....	230
Settlers' effects	.....	1,185
Surgical and dental instruments	.....	1,315
Works of art—		
Paintings in oil or water colours and pastels valued at not less than $20 each	.....	6,500
Statues and statuettes of any material	.....	10,799
Unenumerated articles	.....	18,988
Total, all other commodities	.....	$ 46,399
Total imports, 1920	.....	$ 999,040
" " 1919	.....	555,112
" " 1918	.....	771,187
" " 1917	.....	1,227,607
" " 1916	.....	920,271

EXPORTS OF CANADIAN PRODUCE FROM CANADA TO ITALY.

Fiscal Year ended March 31, 1920.

Articles Exported.	Exports, 1920. Quantity.	Value.
Vegetable products—		
Beverages—		
Whisky..gal.	1,487	$ 6,066
Other spirits, n.o.p.."	64,937	48,137
Cheese..lb.	1,275,117	388,876
Fruits—		
Apples, green or ripe..brl.	1	11
Canned or preserved..	.....	5
Grain, flour, etc.—		
Rye..bush.	4,340	7,577
Wheat.."	2,757,174	7,621,363
Flour of wheat..brl.	57,027	591,637
Rubber and its products—		
Ruber boots and shoes..	.....	2,381
Rubber clothing, including waterproofed..	.....	64
All other india-rubber manufactured, not including belting, hose or tires..	.....	2,291
Sugar, syrups and molasses—		
Syrups, n.o.p. (not including maple syrup or sugar-house syrup)..	.....	56,021
Coffee and imitations of..lb.	75	37
Total, vegetable products..	.....	$ 8,724,406
Animal products—		
Bones, horns, hoofs, etc.—		
Horns and hoofs..	.....	$ 982
Fish—		
Salmon, canned..cwt.	4,131	54,172
Codfish, dried.."	6,795	90,948
Leather—		
Leather, unmanufactured..	.....	6,196
Boots and shoes..	.....	42
Meats—		
Beef, fresh..cwt.	215,719	4,549,447
Canned meats..lb.	72,000	25,600
Sausage casings..	.....	4,176
Total, animal products..	.....	$ 4,731,563
Fibres, textiles and textile products—		
Cotton and manufactures of—		
Clothing..	.....	$ 604
Fabrics..yd.	20	23
Cotton manufactures, n.o.p..	.....	667
Total, fibres, textiles and textile products..	.....	$ 1,294
Wood, wood products and paper—		
Books and printed matter—		
Books, bound or unbound..	.....	$ 307
Newspapers and other printed and lithographed matter.	.....	45
Paper and manufactures of..	.....	5
Wood and manufactures of—		
Unmanufactured—		
Planks and boards, spruce..M ft.	18	732
Manufactured—		
Furniture..	.....	47
Wood-pulp, sulphite, bleached..cwt.	4,757	27,387
Manufactures of wood, n.o.p..	.....	3,033
Total, wood, wood products and paper..	.....	$ 31,556

EXPORTS OF CANADIAN PRODUCE FROM CANADA TO ITALY.—*Concluded.*

Articles Exported.	Exports, 1920. Quantity.	Value.
Iron and its products—		
Agricultural implements—		
Cream separators and parts	.....	$ 111
Harvesters and binders ..No.	81	15,694
Hay rakes "	93	3,235
Mowing machines "	494	34,791
Reapers "	12	1,320
Cultivators "	9	516
Drills "	18	1,458
Harrows "	18	674
Other agricultural implements and machines	.....	3,401
Parts of agricultural implements and machines	.....	2,087
Locomotives and parts of ..No.	60	2,820,000
Hardware, n.o.p	.....	24
Machinery and parts of, n.o.p	.....	13,522
Tubing and pipe	.....	32,125
Vehicles—		
Automobiles, passenger ..No.	1	900
Bicycles "	1	60
Motor vehicles, n.o.p "	1	500
Vehicles, n.o.p	.....	633
Tools, hand or machine	.....	174
Manufactures of iron, n.o.p	.....	378
Total, iron and its products	.....	$ 2,931,603
Non-ferrous metals and their products—		
Brass and its products—		
Brass rods, sheets, tubing, etc ..cwt.	441	$ 9,700
Brass valves	.....	620
Copper bars, sheets, tubing, etc ..cwt.	220	6,385
Copper and its products—		
Other non-ferrous metal products, unmanufactured	.....	16,500
Other non-ferrous metal products, manufactured	.....	182
Total, non-ferrous metals and their products	.....	$ 33,387
Non-metallic minerals and their products—		
Asbestos ..ton.	1,446	$ 170,233
Asbestos, manufactured	.....	2,330
Carbon, electrodes	.....	216,747
Coal ..ton.	366	3,716
Wax, mineral ..cwt.	4,487	32,207
Total, non-metallic minerals and their products	.....	$ 425,233
Chemicals and allied products—		
Acids ..cwt.	1,840	$ 21,245
Paints	.....	1,610
All other drugs, dyes and chemicals	.....	3,585
Total, chemicals and allied products	.....	$ 26,440
All other commodities—		
Jewellery	.....	$ 148
Musical instruments and parts of	.....	250
Scientific and educational equipment—		
Cameras	.....	706
Films for photographers's use and for moving pictures	.....	2,833
Philosophical and scientific apparatus and instruments	.....	42,463
Paintings	.....	50
Settlers' effects	.....	9,349
Other miscellaneous articles	.....	31
Total, all other commodities	.....	$ 55,830
Total exports, 1920	.....	$16,961,312
" " 1919	.....	13,181,514
" " 1918	.....	3,336,059
" " 1917	.....	11,226,051
" " 1916	.....	6,572,687

PROGRESS OF CIVIL AVIATION IN FOREIGN COUNTRIES.

The following report issued by the British Government regarding the progress of civil aviation in foreign countries up to date of 31st October, 1919, is of interest from a commercial point of view, as the manufacture of air machines for peace purposes is likely to become one of the United Kingdom's greatest industries:—

AVIATION IN FRANCE.

The French are fully alive to the possibilities of aviation, and are making every endeavour both to secure foreign markets and assist internal development. The control of civil aviation has been placed under a branch of the Department of Aviation, which is in itself directly under the Ministry of War.

With regard to civil aviation, the French have followed their usual policy for the encouragement of new industries, and have adopted the principle of subsidy. A sum of 18,000,000 francs out of a total of 37,000,000 francs voted for civil aviation this year has been earmarked for this purpose. The subsidies are paid subject to the proviso that the nationality of the enterprises so assisted is entirely French as to ownership, management, material used, and personnel employed. They take the following form:—

(*a*) Bonuses on distances flown (including flights by machines used for purely private purposes).
(*b*) Bonuses to pilots and crew for good work.
(*c*) Premium on tonnage carried.
(*d*) Special bonus up to 25 per cent per annum of the total value of machines of military type immediately available in emergency for us by the State.

Various contracts for carrying mails have been granted, and an agreement has been signed with the British General Post Office for the transport of mails by air between England and France. The principal mail routes in operation are:—

Paris-London (in conjunction with a British firm).
Paris-Lille-Brussels.
Toulouse-Rabat.

Various other internal civil aviation routes in respect of which mail contracts have not as yet been granted are in operation, and an ambitious programme of projected routes is under preparation.

In the Near East, France is neglecting no effort to achieve aerial predominance, and military machines have been carrying civil mails on the following routes:—

Athens-Salonika (weekly service).
Constantinople-Salonika (irregular).
Constantinople-Bucharest (bi-weekly).
Bucharest-Galatz-Kitchenef (irregular).

These routes were primarily military communications, but are gradually assuming the character of civil aerial mail services.

Apart from the Near East, energetic pioneer work is being carried out in Spain and Czecho-Slovakia. Missions have been despatched to the Argentine and Japan. In the case of the former, it is estimated that the cost will amount to 100,000 francs, but this can hardly include the cost of the machines, which will presumably be allotted free, nor that of transport. In Japan, the French have established themselves firmly and are at present engaged in instructing Japanese officers. Amongst other missions contemplated the principal are those to Brazil, China, Finland, Greece, Peru, Poland, Roumania, Siberia, Switzerland, and Turkey.

The most important transport companies are:—The Compagnie de Messageries Aèriennes, which is working in conjunction with Messrs. Handley-Page; the Compagnie Générale Trans-Aèrienne, working in conjunction with Aircraft Transport and Travel Co.; the Compagnie de Navigation Aèrienne; and the Farman Company. Of these, the first-named is a combination of various activities under the direction of M. Berguet. There are signs that, in order the better to meet foreign competition, endeavours are being made to bring certain of the more important firms into large working combines. The first two mentioned above have contracts for running mails, and it is probable that the third will also receive a contract.

With regard to airships, it is understood that the present policy is for the government to supply the material for a commercial airship service, the running of which will be carried out by a company under guarantee of a fixed minimum dividend.

Contracts have been invited and tenders have already been received for the construction of four rigid airships of approximately 3,000,000 cubic feet capacity, and for the erection of sheds at Paris, Marseilles and in Africa.

The airship line of route contemplated will probably be Paris-Marseilles and from Marseilles to Africa, and later to South America, via Dakar.

It is understood that a sum sufficiently large to ensure the carrying out of this programme has already been voted.

ITALY SEEKING MARKETS FOR AIR MACHINES.

Aviation in Italy is divided into three separate organizations—military, naval and civil. Military aviation is attached to the war office, naval aviation to the admiralty, and civil aviation to the ministry of transport. Schemes for the organization of internal routes have been drawn up, but, owing to the present financial strain, have not yet been put into effect. By a series of long demonstration flights, by the despatch of missions to The Argentine, Brazil, Ecuador, Spain, and Scandinavian countries, and by the gift of machines to various countries, Italy is endeavouring to press her aircraft products and to obtain a footing in the countries concerned.

Among recent notable performances was a non-stop flight by a flying boat from Italy to Amsterdam, while a similar machine was the only competitor which succeeded in completing the course of the Schneider Cup competition in England. It is also intended shortly to despatch a flight of machines from Italy to Japan.

Efforts are being made to form a combine to strengthen the position of the aircraft industry, and several of the larger firms, such as Caproni, F.I.A.T., and Isota-Fraschini have already joined.

The airship M.1 has been handed over to the Department of Civil Aviation, and is being flown by service personnel for propaganda purposes from Rome to Naples. By means of a false deck fitted above the car the vessel is able to carry about twelve passengers.

A semi-rigid airship of about 1,100,000 cubic feet capacity, now under construction for the use of civil aviation, should be ready for trials shortly. In this vessel it is believed that the Italians intend to attempt a flight from Italy to Rio de Janeiro.

AIRCRAFT IN THE UNITED STATES.

An important part was played by American firms in the production of aircraft and accessories during the war, but the majority of those thus engaged have now diverted their activities to other directions.

Separate air services are maintained for Army, Navy, and Post Office. From the reduction of the Army and Navy air estimates to $25,000,000 each, it may be necessary for the military and naval flying services to amalgamate.

A sum of $300,000 was allotted to the Post Office in December, 1918, for the inauguration of postal services, and a further $8,000,000 have now been requested

in order to start services between New York and Omaha, and Boston and Atlantic City. An aerial route between Atlantic City and Chicago is also contemplated.

Civil aviation is not yet under the control of one centralized office, but it is understood that a Bill for the purpose of setting up an Air Department for the co-ordination of all air matters is under consideration. There has as yet been no great activity in the formation of private companies for the exploitation of civil aviation.

No system of direct Government subsidies appears to have been established other than by the gifts of military aircraft.

The Post Office Department is conducting an aerial mail service between New York and Washington, and New York and Chicago. The former of these two routes was inaugurated by the War Department in co-operation with the Post Office. The cost of maintenance and responsibility for operating were later transferred to the Post Office. It is understood that both these services have been equipped with aircraft given free of charge by the Army. The Assistant Postmaster General has recently left for Cuba with a view to examining the possibilities of opening up a flying boat service between Key West and the West Indies. In California a system of forest fire patrols run by Government machines has been established.

The military aeroplane service is surveying aerial routes throughout the United States in order to ascertain the most suitable positions for landing grounds and emergency landing grounds.

Hitherto the United States have embarked on no foreign missions. A seaplane base, however, is being laid out at Rio de Janeiro, with the assistance of American engineers, and an unofficial mission is operating in Scandinavia.

A contract has been placed for the erection of an airship shed at Lakehurst, New Jersey. The dimensions are 800 feet by 265 feet by 174 feet (high), and it is estimated that the shed will hold two 5,000,000 cubic feet airships. A helium production plant is also being constructed at Fort Worth, Texas, but particulars as to output, etc., are not available.

CIVIL AVIATION NOT YET DEVELOPED IN BELGIUM.

Owing to more urgent reconstruction measures Belgium has not yet had sufficient time to develop civil aviation. Although handicapped financially, an efficient Army Flying Corps is in existence, and steps are being taken to organize civil aviation as a department of the Ministry of War. The duties of this department, which are wide, will in the first instance lie mainly in the application of the International Conventions and rules. It will also be responsible for the general organization and control of aerial navigation within Belgium. Special attention is to be paid to the control of aerial work, infringement of the regulations being punishable by terms of imprisonment varying from eight days to one year, and by a fine of 50 to 5,000 francs. It is laid down that all aircraft must be registered, and that such registration confers Belgian nationality.

It is to be noted that the present provisions governing import and export of goods by land and sea will also apply to the import and export of goods by air.

A consultative committee, including representatives of military and civil aviation and of all the ministries and legislative chambers concerned, has been set up under the head of the air department to deal with all problems that may arise.

A powerful company, to be known as the National Syndicate, is being formed to encourage civil aerial transport. Several important motor-car manufacturers are interested in the company, and foreign capital will not be admitted above a limit of 25 per cent.

Aeroplane construction is also receiving serious attention, but it is realized that neither France nor Great Britain are likely to purchase Belgian products. The erection of an aircraft factory in Belgium by a foreign firm would not be encouraged.

JAPAN HAS NOT ACCOMPLISHED MUCH.

Japan has not as yet made great progress in aviation either service or civil. No machines are manufactured, nor is she inclined to purchase modern aircraft from abroad. It is probable that when once certain types have been decided upon she will build from these original models rather than make extensive purchases of foreign machines.

An important French mission reached Japan shortly after the armistice, and although the majority of the officers and personnel returned to France in September, a few have remained in Japan to supervise the organization and training of the Japanese Flying Corps.

The establishment of an aerial postal service between Tokyo and Osaka is under consideration, and experimental flights between these two towns are shortly to be undertaken by Japanese personnel.

FUTURE FOR AVIATION IN ROUMANIA.

Civil aviation, as such, is not yet existent in Roumania, but the French are showing enterprise, and it is important for British manufacturers to make a bid both for military and civil orders. From recent information received it would appear that efforts in this direction would be sympathetically met.

Throughout Roumania railway and road communications are bad; sites suitable for aerodromes are, however, numerous, and as a means of transport civil aviation should have a distinct future.

GREECE AN IMPORTANT STRATEGIC AIR POINT.

Owing to its position on the way to the East, Greece is an important strategic air point. No definite proposals have yet been put forward for the development of civil aviation in this country. France, however, is active, and proposals have been made for the establishment of an aerial mail service between Smyrna and Athens.

At the present moment a British mission is responsible for the training of the Greek Naval Air Service and a French mission for the training of the land service.

An important base is being constructed at Phalerum, which is to be used as a general supply and training station for both sea and land pilots.

WIDE FIELD FOR DEVELOPMENT IN CHINA.

China, with her vast spaces and lack of means of communication, offers a wide field for the development of aviation. A request has recently been received from the Chinese Government for the assistance of a British aeronautical adviser, and it is hoped that the appointment of this official will assist British aviation.

Certain concessions have already been obtained by British firms in China, Messrs. Vickers having recently floated a loan of £1,800,000 for the development of aviation. At the moment, however, there cannot be said to be any national flying.

GERMANY MAKING GREAT EFFORTS.

Of late enemy countries by far the most serious competitor is Germany.

Partly to avoid the terms of the Peace Treaty and partly to make an early bid for foreign markets, large numbers of aeroplanes and aeroplane engines have been sold at extremely low figures to Norway, Sweden, Holland, Denmark, and Switzerland, and there can be no doubt that Germany has secured a substantial footing, so far at least as the aeroplane is concerned, in neighbouring countries.

In her present endeavour to develop civilian aircraft, both airships and aeroplanes, Germany is apparently of the opinion that the leading commercial power in

the air will have the strongest air reserve force in the event of war, and Herr Euler, the President of the Imperial Air Board, has stated that the Government intend boldly to foster civil aviation.

Hitherto no definite policy has emerged, but certain aerial mail contracts have been granted, and all post offices in Berlin accept letters for Berlin, Munich, Vienna, Dresden, Leipzig, Weimar, Hamburg, Hanover, Dortmund, Gelsenkirchen, and Duisburg, to which towns aerial mails are in operation. A fee of 1 mark per 20 grammes (about $\frac{3}{4}$ ounce) over and above the ordinary internal letter rate is charged.

Several passenger services have been operated more or less regularly, although it is understood that flying has had to be suspended temporarily owing to shortage of petrol. An airship service is carried out on alternate days between Berlin and Friedrichshafen (about 400 miles), for which 690 marks per passenger is charged; and it is hoped shortly to inaugurate routes between Berlin, Copenhagen, Christiania, Berlin and Stockholm. The Hamburg-Amerika line is particularly interested in this new means of transport, and is believed to have ordered one or more large airships.

The following civil aerial policy is foreshadowed:—

(i) That at first Government assistance in the shape of subsidies will be necessary.

(ii) That existing aerodromes and material will be retained, and privately owned aerodromes acquired by the State, thus forming a strong nucleus for civil aviation under Government support and control.

(iii) That a combine will be formed of all firms for working purposes, each firm to standardize a type, and all types to be approved by the Government.

(iv) That there will be co-operation between military and civil services.

(v) That propaganda will be employed especially in the State schools.

A number of influential companies have been formed, notably the Flugsverkehr-aktiengesellschaft, which will run six regular services from Cologne to Munich, Stuttgart, Basle, Hamburg, Berlin and Breslau; the Deutscheluftreederei, which works in conjunction with the Zeppelin Company and the Hamburg-Amerika line. The Bavarian Luft-Lloyd and the Saechsische Luftreederei are also new companies now operating.

Police patrols have been in existence for some time, and a network of these patrols is to be established throughout the country.

In order to keep in touch with ex-service men, an Airmen's Union has been formed, with branches at Baden, Mannheim, Karlsruhe, Frankfurt and other centres; and a German Air Fleet Union, somewhat similar to the German Navy League, has been formed with the object of fostering national interest in aviation.

AUSTRIA, HUNGARY, BULGARIA AND TURKEY.

Owing to internal conditions and the uncertainty of the future, little has been reported as being done in Austria, Hungary, Bulgaria or Turkey towards the advancement of aviation, and it is unlikely that there will be any great progress in aviation in any of these countries for some time.

In connection with military operations, the Italians have been running a regular service to Vienna, and various attempts have been made by Austrians to interest foreign countries in the development of aviation in their country.

Bulgaria, it is understood, like Germany, is anxious to maintain an aerial police service equipped with military machines, ostensibly for the purpose of preserving internal order, and to form a nucleus for civil aviation.

Turkey is still under the occupation of the Allies, and, except for mail services which are being carried out by French military machines from Constantinople to Bucharest and from Constantinople to Salonika, no attempt has yet been made by the Turks to establish aviation on a definite basis.

GERMANY'S SUCCESS IN HOLLAND.

Germany has neglected no opportunity to obtain a footing in the Dutch aeroplane trade.

Partly owing to Herr Fokker's efforts, and partly to the fact that the sympathies of a proportion of Dutch merchants are pro-German, it is probable that British products may have difficulty in competing.

There is as yet no Dutch national civil aviation, and, owing to the comparatively short distances to be covered, it is improbable that it will be extensively developed internally. It would appear rather that Holland is desirous of becoming an air junction for machines bound further afield. Aerodromes, however, are as yet few, and, as a whole, the country is more suited to flying boats than to aeroplanes.

An agreement, similar to that in force with France, has, however, recently been signed by the British and Dutch Governments for the establishment of an aerial mail between the two countries, and it is hoped that the service will shortly be instituted.

The purchase of flying boats for use in the Dutch East Indies is in contemplation for the linking up of other air routes with those islands, and an important company has been floated under the title of the Royal Air Transport Company for the development of aviation in the Netherlands and her colonies.

BRITISH AIRCRAFT IN SPAIN.

Civil aviation is as yet undeveloped in Spain, but good results have been obtained from the enterprise displayed by the British aircraft industry in sending machines to that country and from the visit of a detachment of R.A.F. machines in May.

It is understood that the Spanish authorities are eliminating all aeroplanes of old types from the Flying Corps and that this service is to be re-equipped. The Naval Air Service is also being reorganized. It is understood that a British type of machine is to be adopted for instructional purposes.

Here again foreign competition is extremely keen, and both the French and Italians are making every effort to secure the Spanish market. Both countries had the advantage of being first in the field with military machines.

A decree has recently been signed by the King, authorizing the establishment of an aerial postal service for linking up the Spanish possessions in Africa and the Balearic Isles with the mainland. So far as is known, no definite steps have yet been taken for putting the project into practice, the proposal being mainly for experimental work.

Permission has been granted to the French for the establishment of a route between Toulouse and Rabat via Barcelona and other Spanish towns. This route was originally utilized for the purpose of the delivery of French military machines to Morocco, but it is now developing into a civil mail route.

GERMANY'S STRONG POSITION IN SCANDINAVIA.

No opportunity has been lost by the Germans to strengthen the geographical and other ties that exist between Germany and Norway, Sweden and Denmark; and by propaganda and the flooding of the countries with goods sold at very low prices the German aircraft industry has already secured a strong position.

All three countries are anxious to develop aviation, and a considerable amount of interest was aroused by the visit during the summer of British flying boats to Scandinavian waters. The opinion was generally expressed that the large British flying boat was too expensive and that a smaller single-engined machine was more likely to secure a market.

The three Scandinavian countries and Finland have formed a Northern Aerial League. A conference of this league has been summoned to meet at Stockholm to consider certain proposals by the British Air Ministry, which ultimately may result in the adoption by these countries of the International Air Convention.

NOT MUCH PROGRESS IN SWITZERLAND.

Owing to the restrictions placed on aviation in Switzerland during the war, when flying was confined to certain definite areas, little progress has been made during the last five years. There is, however, keen appreciation of the possibilities of aviation, and since the termination of the war, service pilots and machines have been freely used on work of an educational nature and the running of experimental postal services.

From the configuration of the country the development of the aeroplane is perhaps limited, but there are large possibilities before flying boats, and the Swiss are anxious to see this type of craft introduced, both for purposes of communication and tourist traffic.

The Swiss tendency is to develop internally rather than to welcome foreign construction, but for the time being, and until her own resources have been developed, she is prepared to welcome foreign aircraft. At present German influence predominates both in design and organization. In conjunction with a British firm an instructional school has been started in Lausanne.

The aerodromes already in existence are small, except that at Dubendorf, near Zürich.

Switzerland hopes to become the main route for machines bound for Italy and the East, and plans are under consideration for the construction of important air stations near Geneva and Thun.

MARKETS FOR AIRCRAFT IN SOUTH AMERICA.

The South American States, with their large rivers, undeveloped communications, and great distances, combined with prosperous conditions, offer favourable markets for aircraft. Both France and Italy have dispatched missions of a military character to various of the states, and other missions are projected. Signs are not wanting that the United States will also endeavour to obtain a footing in this quarter. Individual machines and agents have been dispatched by British firms, and a certain headway has been made. Important concessions have been granted to British firms, including in one case the provision of land for the erection of aerodrome stations.

Brazil has recently voted a credit of 500,000 francs to cover the expenses of a projected air mail service, and to provide for the formation of a bombing and reconnaissance squadron.

HOUSING AND HEALTH EXHIBITION IN GLASGOW.

Mr. J. Vernon McKenzie, Canadian Government Trade Commissioner in Glasgow, Scotland, writes that the Housing and Health Exhibition promoted by the corporation of the city of Glasgow is to be held at Kelvin hall, Glasgow, from September 15 to October 9, 1920. The floor space added to Kelvin hall within the past few months makes it the largest exhibition hall in the British Isles, and as three-quarters of the space has been reserved already the exhibition will be an undoubted success. The visitors at the exhibition last year numbered 450,000. Canadian manufacturing firms are invited to exhibit. Communications should be addressed to James M. Freer, General Manager, Housing and Health Exhibition, Kelvin Hall, Glasgow.

The exhibits will include the following articles:—

Building Materials—
Reinforced concrete.
Brickwork.
Concrete slabs and blocks.
Asphalt.
Asbestos slabs.
Tiles, marbles, and mosaics.
Casements.
Cements.

Building Material—Con.
Chimney pots, gowls, etc.
Roofing materials.
Doors, door fittings, and window fittings.
Flooring of all kinds.
Glazing of all kinds.
Timbers of all kinds.
Art metal work.
Mouldings.
Plaster.
Chimney pieces (metal and wooden).
Stone.

Furnishings, Lighting, Heating, Labour-saving and Cleaning Appliances—
Furniture of every description.
Carpets, linoleums, felt and other floor coverings.
Beddings and mattresses.
Musical instruments.
Curtains.
Kitchen and cooking utensils.
Brushes and cleaning materials.
Soaps and cleaning preparations.
Disinfectants, tooth powder, pastes, etc.
Electric and hand sweepers.
Electric and gas irons.
Gas and electric cookers, heaters, boilers and geysers.
Gas and electric radiators and fires.
Electric and gas fittings, globes and shades.
Gas mantels.

Sanitary Appliances—
Baths and bath fittings.
Sanitary pipes and drainage fittings.
Sanitary specialties of every description.

Decoration—
Paints, oils, varnishes, distempers, wallpapers.
Enamels and wallhangings.

Recreation—
Sports, games, toys, photography, etc.

Foodstuffs (Prepared and Preserved)—
Chocolates, sweets, etc.
Tinned, bottled, desiccated meats.
Fish, fruits, vegetables, etc.
Jams, biscuits, cakes, confectionery.
Farinaceous foods.
Food extracts, essences, medical foods.

Appliances for Home Nursing—
Bed rests, bed tables, bed pans.
Hot water bottles, first aid appliances.
Medicine glasses, feeding cups.
Infant feeding bottles, bath chairs.
Nursing chairs, perambulators, air cushions.

OPPORTUNITIES FOR SALE OF TRUCKS AND TRAILERS IN SOUTH AFRICA.

Mr. W. J. Egan, Canadian Government Trade Commissioner in Cape Town, writes that prospects for the sale of trucks and trailers in South Africa are very good, as this trade is practically in its infancy. Very few trucks were imported up to 1915. In 1917, 30 were imported, 29 of which came from the United Kingdom, valued at $30,600; one from the United Kingdom that year was valued at $3,425. Last year (1919) the total imports were 319. Canada shipped 19 of these, valued at $9,450; the United States shipped 85 lorries, valued at $132,000; and the United Kingdom shipped 215, valued at $131,000. It will be seen by the above figures that the powerful expensive lorry is not imported in any quantity, but the cities are beginning to appreciate the value of motor trucks, and Sir W. W. Hoy, the general manager of the railways and harbours, has recommended their use in country districts as a connecting link with the railways, so there is every prospect of this trade developing in a large way.

TEXTILE MARKET IN ARGENTINA.

(London Chamber of Commerce Journal.)

Although Argentina is a large importer of textile goods and her domestic manufactures are of comparatively recent development, she nevertheless produces over 20 per cent of the total amount of textiles in the piece consumed in the country. The war gave a great impetus to the development of this domestic activity, but for the satisfaction of British interests, which are responsible for nearly one-half of the actual imports of piece goods, it is to be noted that persons in touch with the textile manufacturing in Argentina are not optimistic over the immediate future of the industry. In normal times the local mills have not been very successful in competing with foreign centres, and the history of the industry shows too many failures to justify a large and serious entry into this phase of competition. An American trade commissioner, reporting on the textile situation, points out that exporters of textiles need not fear any really serious competition from the Argentine mills for some time to come. In his opinion, it will be twenty-five years before the local industry can begin to threaten European and American commerce.

THE IMPORT OF PAPER INTO THE WEST INDIES AND BRITISH GUIANA.

Trade Commissioner E. H. S. Flood.

Barbados, June 8, 1920.—From time to time inquiries have been made by Canadian firms for information in regard to the paper trade in the West Indies and British Guiana. I have therefore prepared a memorandum dealing with this matter, and have given statistics showing the imports for the pre-war year 1913 and the ensuing years to 1918 from the various colonies, with the exception of Grenada and the Leeward Islands, where the figures for 1918 are not yet available. The statistics show the value of the import of paper of all kinds, but in this connection it is somewhat unfortunate that the quantities are not available, as all paper imported into these colonies is either free under the preference or subject to an ad valorem duty, and the quantities are not given in the blue-books.

In 1913 the value of the total import of paper—including printing, writing, etc.—was £99,326, nearly half of which was credited to the United Kingdom. The value credited to Canada and the United States was £2,908 and £24,321 respectively, and the amount to other countries being about the same as that from the United States. It will be seen that the total import of paper from "other countries" in 1913 was £24,533, which was nearly one-quarter in value of the total supply. The bulk of this paper came from Europe, the value from Holland being about £12,000, and from Germany £6,000, and France next in order. During the period of the war Holland continued to supply a certain amount of paper, but Germany dropped out entirely, except a small amount in 1914.

In the last year for which there are available statistics, that is 1918, the value of the import had about doubled, being £198,360. The value credited to the United Kingdom was about the same as in 1913, but as paper up to that time had increased to over double the value, this would indicate that less paper had been imported into the West Indies for that year, and that the quality from the United Kingdom had dropped about one-half. The increased imports were from the United States, valuing £120,793. There was an increase also from Canada, the value of the total import being £10,050, which would indicate that Canada had also sent more paper irre-

spective of the price to the West Indies. In this year the total import under "other countries" was £16,844, out of the total import of £198,360, the countries of origin being for the most part France and Holland.

It will be seen that in Trinidad, the Windward and the Leeward Islands, all paper is included under one head, without being divided into printing, writing, etc., and that the same classification is adopted in Barbados, with the exception that in this island "manufactures of paper" are classified separately, which is, however, only a small item. In the colonies of Jamaica and British Guiana, however, the imports are divided into "printing," "writing," and "other sorts of paper," which gives exporters information of a more definite character in regard to the trade.

In 1913 printing paper was sold here at 2½ to 3 cents per pound, and during the first two years of the war there was only a comparative slight advance in the price to about 4 cents. This continued to the middle of 1917. A steady advance took place in 1918 and continued to rise, and to-day the price of newsprint is at the abnormal figure of 18 cents per pound, owing to the difficulties of transportation and the general shortage of this commodity.

PAPER FROM OTHER COUNTRIES.

	1913. United Kingdom.	United States.	Canada.	Other Countries.	Total.
Jamaica	£18,358	£16,047	£ 530	£ 7,008	£41,943
Barbados	2,609	1,413	355	3,726	
				633	8,736
Trinidad	9,925	2,989	1,161	5,560	19,635
British Guiana	12,611	1,849	547	5,878	20,885
Leeward Islands	1,792	1,509	249	1,121	4,671
Grenada	929	281	50	250	1,510
St. Vincent	843	107	....	173	1,123
St. Lucia	397	126	16	284	823
	£47,464	£24,321	£2,908	£24,533	£99,326

	1918 United Kingdom.	United States.	Canada.	Other Countries.	Total.
Jamaica	£10,387	£ 29,266	£ 1,339	£ 2,567	£43,559
Barbados	5,743	11,409	1,976	1,407	
				989	21,524
Trinidad	12,596	44,111	4,130	1,552	62,389
British Guiana	18,045	27,531	1,162	7,728	54,466
Leward Islands	819	5,384	917	2,112	9,232
Grenada	1,186	1,701	209	38	3,134
St. Vincent	727	239	101	159	1,226
St. Lucia	1,170	1,152	216	292	2,830
	£50,673	£120,793	£10,050	£16,844	£198,360

Jamaica.

1913—	*Writing Paper.*	Duty.
United Kingdom	£ 4,488	10%
United States	1,612	
Canada	384	
Other countries	177	
	£6,661	

	Printing Paper.	
United Kingdom	£2,377	Free.
United States	6,514	
	£8,891	

Jamaica.—*Continued.*

Unenumerated.

		Duty.
United Kingdom	£11,493	10%
United States	7,921	
Canada	146	
Germany	4,416	
Other countries	2,415	
	£26,391	

1914—

Writing Paper.

United Kingdom	£4,610	16⅔%
United States	1,493	
Canada	1,105	
Other countries	1,200	
	£8,408	

Printing Paper.

United Kingdom	£2,190	Free.
United States	7,826	
Canada	43	
Other countries	55	
	£10,114	

Unenumerated.

United Kingdom	£11,539	16⅔%
United States	6,953	
Canada	328	
Others	3,267	
	£22,087	

1915—

Writing Paper.

United Kingdom	£3,241
United States	1,264
Canada	490
	£4,995

Printing Paper.

United Kingdom	£ 1,310
United States	9,231
Canada	29
	£10,570

Unenumerated.

United Kingdom	£ 8,750
United States	7,847
Canada	445
Holland	1,215
Other countries	652
	£18,909

1916—

Writing Paper.

United Kingdom	£4,902
United States	2,587
Canada	150
	£7,639

Printing Paper.

United Kingdom	£ 2,013
United States	11,764
Canada	118
	$13,895

Jamaica. —*Continued.*

Unenumerated.

		Duty.
United Kingdom	£ 9,991	
United States	11,493	
Canada	399	
Other countries	2,850	
	£24,733	

1917— *Writing Paper.*

United Kingdom	£3,833	
United States	4,949	
Canada	612	
	£9,394	

Printing Paper.

United Kingdom	£ 1,991	
United States	11,023	
Canada	142	
	£13,156	

Unenumerated.

United Kingdom	£ 9,304	
United States	22,587	
Canada	1,209	
Other countries	3,759	
	£36,859	

1918— *Writing Paper.*

United Kingdom	£2,776	
United States	4,343	
Canada	805	
Other countries	34	
	£7,958	

Printing Paper.

United Kingdom	£ 1,750	
United States	12,300	
	£14,050	

Unenumerated.

United Kingdom	£ 5,861	
United States	12,623	
Canada	534	
Spain	2,032	
Other countries	501	
	£21,551	

Trinidad.

1913—

United Kingdom	£ 9,925	10%
Canada	1,161	
United States	2,989	
France	2,413	
Germany	918	
Holland	1,220	
Other countries	1,009	
	£19,635	

Trinidad—*Concluded.*

		Duty.
1914—		
United Kingdom	£12,761	
Canada	1,209	
United States	4,320	
Germany	1,321	
Holland	1,235	
Other countries	1,219	
	£22,065	
1915—		
United Kingdom	£11,364	
Canada	2,001	
United States	7,371	
Holland	3,874	
Other countries	2,145	
	£26,755	
1916—		
United Kingdom	£17,584	
Canada	5,826	
United States	18,357	
Holland	5,022	
France	1,325	
Other countries	2,555	
	£50,669	
1917—		
United Kingdom	£22,981	
Canada	5,429	
United States	18,080	
Holland	5,967	
Other countries	264	
	£52,721	
1918—		
United Kingdom	£12,596	
Canada	4,130	
United States	44,111	
Holland	867	
France	355	
Other countries	330	
	£62,389	

Barbados.

1913—		
United Kingdom	£2,669	
United States	1,413	
Canada	355	
Holland	2,375	
Other countries	1,351	
	£8,103	
	£633	

Paper Manufactures.

1914—		
United Kingdom	£3,199	2% ad val.
United States	1,586	
Canada	492	Free under preference.
Holland	1,837	
Other countries	547	
	£7,661	
	£458	

Barbados—*Concluded.*

Paper Manufactures.

		Duty.
1915—		
United Kingdom	£2,484	
United States	2,186	
Canada	656	
Holland	1,740	
Other countries	319	
	£7,385	
	£630	

Paper Manufactures.

1916—		
United Kingdom	£3,623	
United States	8,292	
Canada	763	
Other countries	923	
	£13,601	
	£1,343	

Paper Manufactures.

1917—		
United Kingdom	£ 4,513	
United States	9,360	
Canada	993	
Holland	2,065	
Other countries	1,148	
	£18,079	
	£2,016	

Paper Manufactures.

1918—		
United Kingdom	£ 5,743	2%
United States	11,409	
Canada	1,976	
Other countries	1,407	
	£20,535	

Paper Manufactures.

United Kingdom	£265	10%
United States	413	
Other countries	62	8%
France	249	
	£989	

Grenada.

1913—		
United Kingdom	£ 929	10% ad val.
United States	281	
Canada	50	
France	51	
Other countries	199	
	£1,510	

1914—		
United Kingdom	£ 907	
United States	224	
Canada	82	
Holland	78	
France	84	
Other countries	66	
	£1,441	

Grenada —*Concluded.*

		Duty.
1915—		
United Kingdom	£1,088	
United States	377	
Canada	74	
Holland	44	
France	198	
Other countries	790	
	£2,571	
1916—		
United Kingdom	£1,975	
United States	899	
Canada	278	
Other countries	62	
	£3,214	
1917—		
United Kingdom	£1,807	
United States	1,173	
Canada	203	
Holland	438	
France	115	
	£3,736	
1918—		
United Kingdom	£1,186	
United States	1,701	
Canada	209	
France	38	
	£3,134	

St. Lucia.

1913—		
United Kingdom	£397	15%
United States	126	
Canada	16	
Norway	123	
Other countries	161	
	£823	
1914—		
United Kingdom	£ 653	
United States	92	
Canada	60	
Norway	123	
Other countries	204	
	£1,132	
1915—		
United Kingdom	£ 513	
United States	200	
Holland	183	
France	113	
Other countries	93	
	£1,102	
1916—		
United Kingdom	£1,036	
United States	265	
Canada	76	
Other countries	348	
	£1,725	

St. Lucia.—*Concluded.*

		Duty.
1917—		
United Kingdom	£1,013	
United States	1,109	
Canada	159	
Other countries	689	
	£2,970	
1918—		
United Kingdom	£1,170	
United States	1,152	
Canada	216	
Other countries	292	
	£2,830	

St. Vincent.

Paper and Manufactures of Paper.

1913—		
United Kingdom	£688	
United States	107	10% ad val.
Germany	83	
Other countries	90	
	£968	

Arrowroot.

United Kingdom	£69	Free.

Printing Paper.

United Kingdom	£86	Free.
1914—		
United Kingdom	£495	10% ad val.
United States	137	
Canada	26	12½%
Germany	36	
Other countries	64	
	£758	

Arrowroot.

United Kingdom	£14	Free.
Other countries	8	
	£22	

Printing Paper.

United Kingdom	£64	Free.
1915—		
United Kingdom	£656	
United States	56	
Holland	187	
Other countries	40	
	£939	

Arrowroot.

United Kingdom	£17	

Printing Paper.

United Kingdom	£92	
1916—		
United Kingdom	£567	
United States	80	
Canada	15	
Holland	111	
Other countries	66	
	£839	

St. Vincent.—*Concluded.*

Arrowroot.

		Duty.
United Kingdom	£127	

Printing Paper.

United Kingdom	£172	

1917—

United Kingdom	£ 568	
United States	239	
Canada	101	
Other countries	104	
	£1,012	

Arrowroot.

United Kingdom	£159	
Sweden	55	
	£214	

Printing Paper.

United Kingdom	£30	

Leeward Islands.

1913—

United Kingdom	£1,792	12½%
United States	1,509	
Canada	249	
Other countries	1,121	
	£4,671	

1914—

United Kingdom	£1,443
United States	990
Canada	106
Other countries	1,018
	£3,557

1915—

United Kingdom	£1,117
United States	1,584
Canada	132
Other countries	1,163
	£3,996

1916—

United Kingdom	£1,023
United States	3,105
Canada	210
Other countries	951
	£5,289

1917—

United Kingdom	£ 819
United States	5,384
Canada	917
Other countries	2,112
	£9,232

British Guiana.

		Duty.
1913—	*Printing Paper.*	
United Kingdom	$ 9,463	Free.
United States	2,991	
Other countries	752	
	$13,206	
	Other.	
United Kingdom	$51,072	15%
United States	5,883	
Canada	2,623	12%
Holland	21,257	
Other countries	6,211	
	$87,046	
1914—	*Printing Paper.*	
United Kingdom	$ 6,071	Free.
United States	1,309	
Canada	932	
Norway	2,869	
Other countries	561	
	$11,742	
	Other.	
United Kingdom	£48,880	15%
United States	2,769	
Canada	2,836	12% pref.
Holland	13,754	
Other countries	2,873	
	$71,112	
1915—	*Printing Paper.*	
United Kingdom	$ 9,664	Free.
United States	2,838	
Canada	546	
Norway	949	
Other countries	119	
	$14,116	
	Other.	
United Kingdom	$53,251	
United States	4,903	
Canada	1,533	
Holland	20,665	
Other countries	7,570	
	$87,922	
	Printing Paper.	
1916—		
United Kingdom	$24,068	Free.
United States	10,155	
Canada	6,043	
Other countries	2,400	
	$42,666	
	Other.	
United Kingdom	$74,332	15%
United States	34,588	
Canada	1,440	12% pref.
Holland	31,424	
Other countries	16,023	
	$157,807	

British Guiana. —*Concluded.*

Printing Paper.

		Duty.
1917—		
United Kingdom	$10,038	Free.
United States	14,732	
Canada	1,777	
	$26,547	

Other.

United Kingdom	$69,709	15%
United States	47,216	
Canada	5,977	12% pref.
Holland	27,472	
Other countries	1,052	
	$171,426	

Printing Paper.

1918—		
United Kingdom	$ 3,797	Free.
United States	22,580	
	$26,377	

Other.

United Kingdom	$ 82,816	15%
United States	109,572	
Canada	5,581	12% pref.
Holland	13,724	
France	15,408	
Other countries	7,962	
	$235,063	

SOUTH AFRICA'S IMPORTS.

Trade Commissioner W. J. Egan.

Cape Town, May 20, 1920.—South Africa's prosperity during the year 1919, and an official South African review of same, has already been covered in a report from this office under date of April 9, and published in *Weekly Bulletin* No. 850.

The following report and subsequent reports in the immediate future will deal with the import trade of last year and in almost every case a comparison with the year 1913 is submitted. British South African trade to some extent will be reviewed, but most of the details will refer to the imports of general merchandise into the Union of South Africa.

The Department of Customs and Excise for the South African Government publish an annual volume containing detailed information concerning all the principal articles of manufacture and produce imported during each year into South Africa. This includes separate tables showing the trade of Southern and Northern Rhodesia, also several tables in connection with the total trade of British South Africa.

For the purpose of ready reference to any line of goods and its kindred lines, this and following reports are grouped under special headings. The sterling is converted to Canadian currency. Another feature of these specially compiled tables is that the total trade in any article is shown first. This brings home at once the value of the trade to any Canadian firm interested. The next idea in view is to show Canadian manufacturers, producers and shippers the respective share of the trade held by Canada and the United States, so they are placed immediately after the total

imports. The next country indicated is in all cases the United Kingdom, then each country according to its share of the trade.

BRITISH SOUTH AFRICA'S TOTAL IMPORTS.

	Total Trade, 1913.	Total Trade, 1919.	Increase or Decrease.
Total for British South Africa	$212,824,500	$254,436,000	+$41,611,500
Canada	4,321,200	10,537,700	+ 6,216,500
United States	18,722,300	56,291,000	+ 37,568,700
United Kingdom	121,471,300	119,397,000	— 2,074,310
Germany	16,312,600	146,500	— 16,166,100
Australia	10,895,100	9,308,000	— 1,587,100
India	6,224,500	13,407,000	+ 7,182,500
Holland	4,163,500	986,500	— 3,177,000
Sweden	3,877,800	3,341,300	— 536,500
Belgium	3,640,700	105,500	— 3,532,200
France	2,984,000	1,927,000	— 1,057,000
Norway	1,816,000	1,368,000	— 447,000
Italy	1,601,500	516,600	— 1,084,800

No other countries had in the year 1913 or previously exported to South Africa more than a million dollars. During the war the following countries developed an export trade above this amount, and their several records are as follows:—

	1914.	1915.	1916.	1917.	1918.	1919.
Ceylon	$1,041,000	$1,124,400	$ 846,000	$1,008,675	$ 1,277,300	$1,259,000
Belgian Congo	.....	1,753,000	5,163,100	6,124,000	4,854,100	5,476,000
Switzerland	.....	1,556,000	1,890,000	1,422,100	2,435,600	1,621,000
Argentina	.....	1,540,000	813,000	397,000	4,064,160	785,500
Japan	.....	1,144,800	2,708,500	3,636,600	13,002,000	8,813,000
Portuguese East Africa	.....	.....	.....	1,483,000	1,486,500	1,009,000
Philippine Islands	.....	.....	.....	.....	.....	3,981,000
Brazil	.....	.....	.....	.....	.....	3,096,000
Dutch East India Islands	.....	.....	.....	.....	.....	2,486,000
South West African Protectorate	.....	.....	.....	.....	.....	2,182,000

UNION OF SOUTH AFRICA'S TOTAL IMPORTS.

The Union of South Africa's imports do not include South African Government Stores nor imports to the two Rhodesias, and as the difference is about twenty-five million dollars less, it has been thought best to submit a separate table showing the total values of articles of merchandise imported into South Africa during the two years under review.

	Union's Total imports. 1913.	Union's Total imports. 1919.	Decrease or Increase.
Total for the Union	$187,817,000	$227,729,000	+$39,912,000
Canada	4,175,000	8,864,000	+ 4,689,000
United States	17,882,500	55,982,000	+ 38,099,500
United Kingdom	102,229,000	104,535,000	+ 2,306,000
British Empire	124,587,500	137,845,000	+ 13,257,500
Foreign countries	63,229,500	89,879,000	+ 26,649,500
Germany	16,592,000	145,500	— 16,446,500
Australia	9,781,500	7,865,300	— 1,916,200
India	5,305,500	12,448,000	+ 7,142,500
Holland	4,126,000	977,400	— 3,148,600
Sweden	3,393,000	4,177,000	+ 78,400
France	2,916,400	2,991,500	+ 75,500
Belgium	2,534,000	104,000	— 2,429,600
Norway	1,798,000	1,358,000	— 440,000
Italy	1,544,700	513,500	— 1,013,200

As with the totals for British South Africa, several countries have since the war for the first time reached a total of exports above the million dollar mark.

The following tables show their record of export to the Union of South Africa:—

	1914.	1915.	1916.	1917.	1918.	1919.
Brazil	.....	$2,397,000	$2,548,000	$2,591,500	$ 3,738,200	$3,094,500
Ceylon	$1,032,300	1,115,300	830,650	996,600	1,265,700	1,244,100
Switzerland	979,402	1,548,451	1,881,300	1,419,000	2,427,100	1,681,800
Argentina	.....	1,538,400	813,500	397,100	3,042,200	780,000
Japan	.....	1,080,500	2,637,000	3,654,000	13,984,000	8,552,000
Chile	.....	.....	1,352,000	1,754,500	805,800	1,431,300
Dutch East India Islands	.....	.....	.....	.....	.....	2,419,800
South West African Protectorate	.....	.....	.....	.....	.....	2,182,500

The above tables contain enough data to suggest much that would be useful for analysis in a general report, but as the real purpose of this report is to cover details of imports to South Africa from Canada, no further comments are necessary here, but if perchance any of the *Weekly Bulletin* readers would for any reason care to have the details regarding any of these countries, more particularly their development during the war, this office will be glad to supply them.

SOUTH AFRICAN GOVERNMENT STORES—TOTAL IMPORTS.

As with the preceding reports on total imports, the following table is for a comparison of the year 1913 with 1919.

	Total, 1913.	Total, 1919.	Decrease or Increase.
Total Government Stores	$16,099,000	$19,864,800	+$3,765,800
Canada	30,100	1,081,300	+ 1,051,200
United States	312,775	3,875,750	+ 3,562,975
United Kingdom	13,531,500	12,560,800	— 970,700
Australia	1,033,000	1,429,900	+ 396,900
India	383,200	615,700	+ 232,500
Sweden	309,800	63,220	— 246,580
Germany	105,700	.....	— 105,700

During the war period, in the year 1918, the Argentine Republic exported in rails to a value of $1,020,200. Last year Japan shipped to the Government Stores to a value of $246,300; most of this was under the heading of canvas and duck.

THE UNION'S MERCHANDISE—IMPORTS.

The details of import on metals of all kinds and manufactures of same, with just a few lines foreign to metal, but which of necessity must be grouped with machinery, will be the first submitted.

Canada's effort in export of iron and steel and manufactures of same to South Africa will be best appreciated by the general reader in the following paragraph:—

The total imports into South Africa on the lines which are being reviewed, in the year 1913, were to a value of $40,680,000, and in the year 1919 the value totalled $48,270,000. Canada's share of the year 1913 trade was $900,400 and for last year the total exports were to a value of $4,572,800. The increase has been gradual each year, but for the years under review we find an increase of $3,672,400 on general merchandise imports.

In addition Canada shipped to the South African Government Stores $1,081,300. In the year 1913, Canada shipped to Stores Account, $30,100. This makes an increase of imports from Canada on iron and steel, and manufactures of, in general merchandise and Government Stores of $4,724,600 over the year 1913.

The South African Government Stores, the principal accounts of which are for the Post and Telegraph Departments, and in a special way the railways, have since the year 1913 been giving Canada an opportunity to tender for requirements, and as a result the trade has increased as per the following table. Figures from the year 1910 are included in this table to show the development.

SUPPLIES FROM CANADA FOR SOUTH AFRICAN GOVERNMENT STORES.

1910	$ 1,590
1911	14,875
1912	25,300
1913	30,100
1914	921,400
1915	1,845,600
1916	355,400
1917	105,600
1918	1,431,500
1919	1,081,300

IMPORTS OF IRON AND STEEL.

Axles, Bushes and Springs.

(For Carts and Carriages)

Country of Origin.	Value, 1913.	Value, 1919.	Value, Increase or Decrease.
Total imports	$285,000	$370,000	$85,000
Canada	90	.....	90
United States	20,000	26,800	6,800
United Kingdom	264,000	333,000	69,000
Japan	.....	10,275	10,275

Bedsteads—Metal.

Country of Origin.	Value, 1918.	Value, 1919.	Increase or Decrease.
Total imports	***	$205,625	—
Canada		75	—
United States		58,520	—
United Kingdom		146,535	—
Sweden		420	—
Belgium		75	—

*** Previously entered with bedsteads, wood.

Bolts, Nuts and Rivets.

Total imports	$330,000	$1,045,800	+$715,800
Canada	15	87,000	+ 86,985
United States	32	319,200	+ 319,168
United Kingdom	269,000	633,200	+ 364,200
Germany	17,500	.....	— 17,500
Belgium	8,400	960	+ 7,440
Japan	.....	2,700	+ 2,700

In addition to the above, the South African Government Stores imported to a value of $170,190. Of this the United States shipped $70,325, the United Kingdom $98,000 and the Argentine Republic $1,225. There is also a fair quantity of bolts and nuts and rivets manufactured in Johannesburg.

The mines and railways under normal conditions of supply use the English standard large heads used in Canadian and American practice.

With the exception of transport and similar wagons, the cart and carriage trade of South Africa, which is one of the leading South African industries, prefer and use the smaller-headed bolts and rivets.

Chains (for Hauling.)

Country of Origin.	Value. 1913	Value. 1919.	Increase or Decrease.
Total imports for the Union	$92,000	$161,550	+ $69,550
Canada	.....	8,740	+ 8,740
United States	685	14,525	+ 13,880
United Kingdom	88,750	131,500	+ 43,750
Norway	1,465	6,445	+ 4,980
Germany	1,010	210	— 800

The average requirements, pre-war, for the Union wer about $100,000. There will be a larger demand for the future. Pre-war, the United Kingdom secured the bulk of the trade. Canada is sure to make good headway under this item. The representatives of some Canadian plants have made an investigation on the spot, and are of the opinion that their share of the trade will be very good. Two Canadian plants are now represented.

Cutlery.

Country of Origin.	Value. 1913	Value. 1919.	Increase or Decrease.
Total imports for the Union	$497,000	$931,600	+ $434,600
Canada	.....	78,750	+ 78,750
United States	20,500	157,500	+ 137,000
United Kingdom	356,000	480,000	+ 124,100
Germany	114,000	4,000	+ 110,000
Holland	1,400	.....	— 1,400
France	1,400	640	+ 760
Sweden	.....	4,225	+ 4,225
Japan	.....	202,500	+ 202,500

Canada's share of this trade is almost entirely on a certain well-known line of safety razors.

Pre-war the bulk of this trade, more especially in the better goods, was controlled by the United Kingdom manufacturers. In the cheaper grades suitable for nati trade Germany held the big shares. On the latter line Japan has shown its ability to reproduce in style and finish the German goods. From sample orders placed in 1915, Japan's trade increased on this article of import from $5,000 in 1916 to $298,850 in the year 1918. So thorough were the Japanese in copying that on a large quantity of goods imported they had reproduced the 'Made in Germany' mark.

Enamelware.

Country of Origin.	Value. 1913.	Value. 1919.	Increase or Decrease.
Total of Union's imports	$131,000	$397,200	+ $266,200
Canada	.....	44,600	+ 44,600
United States	1,000	180,400	+ 179,400
United Kingdom	93,000	100,900	+ 7,900
Germany	250,000	825	— 249,175
Sweden	5,300	5,900	+ 600
Austria-Hungary	3,100	.....	— 3,100
Holland	3,500	9,240	+ 5,740
Japan	.....	55,350	+ 55,350

Canada's quality in this line is fully appreciated by the import trade and many commendations have been made by users. This is one of the lines in which the Canadian manufacturers adapted themselves at once in making enamel covers instead of tin covers, but unfortunately they have not been able to meet the demand required for colouring on inside of the pieces.

The United States manufacturers are now in better favour for quality than they were in their first big efforts in 1916. The quality of enamel and finish was very poor, so much so that on a market which was hungry for supply their trade dropped from $66,600 in 1916 to $30,250 in 1917, and most of this was balance of orders for the year 1916. The balances of that year, however, improved in quality, and their trade has increased as shown in the above table.

Pre-war the United Kingdom controlled the better quality goods. The German trade was cheap quality for kitchen goods, and fancy patterns for toilet sets. They did the latter very well, but their quality on kitchen goods was such that it chipped in very small particles. It was used by the native trade.

There is no doubt that the better grades in quality will hold the market for the future in city and town trade, as the value is appreciated.

Fencing Standards.

Country of Origin.	Value. 1913.	Value. 1919.	Increase or Decrease.	
Total for the Union	$965,000	$43,050	—	$921,950
Canada	.....	.....		—
United States	3,200	1,300	—	900
United Kingdom	83,000	23,000	—	60,000
Belgium	733,000	18,550	+	714,550
Germany	130,000	.....	—	130,000
France	10,400	.....	—	10,400

The decrease in import is not due to a falling off in demand; the difficulty has been lack of supply at anything like a price which permits of their use. With anything like a normal supply of wire and quotations at suitable prices on the standards, demand for quantity will be bigger than ever.

Pre-war the great bulk of this import was from Belgium, which was able to manufacture the standards from a quality of iron which other countries did not seem to have.

Germany had increased her share of this trade from $52,000 in the year 1910 to $130,000 in 1913.

One of the most popular standards imported into South Africa, is known as the Bulb Tee Fencing Standard; they are made in the following lengths:—

5 feet 6 inches x 12 lbs.
6 feet 0 inches x 14 lbs.
6 feet 6 inches x 17 or 17¼ lbs.

and same are holed as follows: 1 inch from top, 11 inches, 10 inches, 9 inches, 8 inches, 7 inches and 6 inches apart. This holing applies to the three sizes.

The standards are put up in bundles of five securely fastened with either light bar iron or strong wiring and labelled with a tin label securely fastened to the bundle. It is particularly pointed out that the labelling must be very securely done, as it is found from past experience that when the labels are knocked off the bundles, there is considerable trouble in squaring up the shipment owing to the different sizes imported by the various merchants. It is also well to point out that the holes in the standards are punched and not bored, and that the standards are coated with thin black varnish or mixture of tar—anything in fact that will prevent the standards getting rusty while in stock.

Fencing Material, N.O.D.

(Not standards or wire.)

Country of Origin.	Value. 1913.	Value. 1919.	Increase or Decrease.	
Total for the Union	$75,000	$18,680	—	$56,350
Canada	2,900	3,300	+	400
United States	5,000	4,950	—	50
United Kingdom	45,500	10,450	—	35,050
Belgium	9,800	40	—	9,760

Pre-war a great portion of this entry was on the ready-made gate; these are now made in South Africa. The Canadian gate is well liked, but under present ocean freight conditions is handicapped in the extra laid down cost.

Wire Baling.

Country of Origin.	Quantity, 1913. Cwt.	Quantity, 1919. Cwt.		Decrease or Increase. Cwt.
Total for the Union	20,978	42,233		21,355
Canada	.....	17,304		17,304
United States	1,111	24,190		23,079
United Kingdom	1,722	694	—	1,028
Germany	17,656	45	—	17,611
Belgium	484	.....	—	484

	Value, 1913.	Value, 1919.		Value.
Total for the Union	$38,500	$286,900		$248,400
Canada	.....	141,735		141,375
United States	2,200	142,700		140,500
United Kingdom	4,500	2,470	—	2,030
Germany	31,000	400	—	30,600
Belgium	850	.....	—	850

A clear idea of increased costs over pre-war supply is shown by a comparison of the figures giving Germany's exports on this line in the year 1913. The imports from Germany were valued at $31,000 for 17,656 cwts, while Canada's supply of baling wire in 1919, which was 17,304 cwts., was valued at $141,735, an increase in cost to the consumer here of $110,000 for a little less in quantity.

While Canada's first shipments in this article of import were not up to local requirements in finish and packing, the manufacturers met the demand in such a satisfactory way that the imports have increased each year from $350 in the year 1915 to $11,100 in 1916, $17,850 in 1917, and $47,745 in 1918. A great part of the 1919 deliveries in South Africa were really back orders.

Wire Fencing.

Country of Origin.	Quantity, 1913. Cwt.	Quantity, 1919. Cwt.		Decrease or Increase. Cwt.
Total for the Union	672,000	220,208	—	451,792
Canada	1,332	23,044	+	21,712
United States	331,877	153,071	—	178,806
United Kingdom	131,464	44,093	—	87,371
Germany	191,802	.....	—	191,802
Belgium	1,332	.....	—	1,332

	Value. 1913.	Value. 1919.		Increase or Decrease.
Total for the Union	$1,502,200	$1,406,850	—	$ 95,150
Canada	3,000	155,525	+	152,525
United States	703,000	886,150	+	183,150
United Kingdom	379,000	365,175	—	13,825
Germany	406,000	.....	—	406,000
Belgium	30,000	.....	—	30,000

There is a big shortage in fencing wire in all centres of South Africa, due as much to conservation in ordering on account of high prices, as to any other cause. Some idea of the extra cost is brought home by a comparison of any of the figures in relation to any country. Canada's wire cost the importer here about $2.25 in 1913, and last year it was a little over $7. The United States figures show that for a minus quantity of import from them in 1919 of 178,806 cwts., the cost to the importer here was $183,150 more.

There are many demands regarding possibility of supply in quantity from Canada.

Wire Netting.

Country of Origin.	Quantity, 1913. Cwt.	Quantity, 1919. Cwt.		Decrease or Increase. Cwt.
Total for the Union	67,987	15,526	—	52,461
Canada	.....	366	+	366
United States	524	3,217	+	2,693
United Kingdom	65,677	8,033	+	57,644
Germany	1,749	.....	+	1,749

	Value. 1913.	Value. 1919.		Increase or Decrease.
Total for the Union	$261,000	$163,400	—	$ 97,600
Canada	.....	5,050		5,050
United States	1,600	37,550		35,950
United Kingdom	252,000	121,100	—	130,900
Germany	7,900	.....	—	7,900

Pre-war almost the total import was from the United Kingdom, who supplied a netting at a much lower price than any other country.

The high price overseas and a considerable development in manufacture in South Africa have kept down quantity import. Under anything like normal times, the imports in quantity will increase a good bit over last year's imports.

Wire Rope.

Country of Origin.	Quantity, 1913. Cwt.	Quantity, 1919. Cwt.		Decrease or Increase. Cwt.
Total for the Union	75,812	65,731	—	10,081
Canada	.....	4		4
United States	72	1,926	+	1,854
United Kingdom	75,551	63,308	—	12,243
Japan	.....	493		493

Horse Shoes.

Country of Origin.	Value. 1913.	Value. 1919.		Increase or Decrease.
Total for the Union	$100,000	$278,900	+	$178,900
Canada	.....	96,100	+	96,100
United States	3,600	165,100	+	161,700
United Kingdom	94,000	17,500	—	76,500

The above table speaks for itself as indicating the trend of trade, with this exception, that the greatest of credit must be given to the steel company shipping from Canada who, realizing the possible market, laid down a special plant to secure a share of the trade. How far they succeeded is in evidence in the figures of trade.

The representatives of the United Kingdom manufacturers who controlled this trade pre-war state that the indications are they will be able to quote freely for delivery in the near future.

Lamps and Lampware (Not Incandescent Lamps.)

Country of Origin.	Value. 1913.	Value. 1919.		Increase or Decrease.
Total for the Union	$277,000	$272,600	—	$ 4,400
Canada	.....	6,400	+	6,400
United States	71,000	177,350	+	106,350
United Kingdom	92,000	51,450	—	40,550
Germany	100,000	.....	—	100,000
Sweden	3,901	16,440	+	12,500
Japan	.....	20,575	+	20,575

Canada's share of this trade is on lanterns which are appreciated by the importers. Some of the importing trade speak with praise of shipments from Canada which had been delayed, but were invoiced at the indent prices when the market price had advanced considerably.

The United States and the United Kingdom's share of this trade is on lamp chimneys as well as lamps.

The pre-war German trade was on the fancy decorated hanging lamps well known some years ago in Canada.

Nails and Screws.

Country of Origin.	Value. 1913.	Value. 1919.	Increase or Decrease.
Total for the Union	$359,000	$1,604,300	+ 1,245,500
Canada	60	659,550	+ 659,490
United States	34,000	552,150	+ 519,150
United Kingdom	207,000	308,500	+ 101,500
Germany	57,500	.....	— 57,500
Sweden	13,300	85,000	+ 71,700
Argentina	.....	24,750	+ 24,750

For the future a separate entry in the customs statistics will be in evidence on wire nails. Wire nails this year in the total shown above is to a value of $1,060,000, the balance, nails other and screws, is $544,300.

The wire and other nails from Canada are often called for in tender forms for building contracts. The packing to meet the several local conditions has been made perfect by the Canadian shippers. Imports from Canada on wire nails last year were to a value of $566,000; the balance in nails other and screws is $73,350. There is actually a larger export from Canada which cannot be traced definitely, as there is a big import of nails, brads, etc., for the shoemakers' trade which is bulked in the South African Customs Statistics as Saddlers' and Shoemakers' Requisites. This alone would add at least another $60,000 to imports from Canada on nails.

The United States' share of this trade for last year is wire nails, $410,600, nails other and screws, $141,550.

The United Kingdom's proportion is reversed; the imports on wire nails is only $31,600, and on nails other and screws, $276,900.

Sweden has been making steady progress on this import line; her value in wire nails last year was $26,000 and nails other and screws, $59,000.

The Argentine Republic shipped in wire nails only last year; her shipments in the year 1918 were to a value of $69,000.

Note.—The second instalment of this report will be published in the next number of the *Weekly Bulletin.*

CANADIAN INDUSTRIES EXHIBITION IN LONDON.

Chief United Kingdom Trade Commissioner Harrison Watson.

London, June 22, 1920.—It is to be feared that the Canadian Industries Exhibition, which was held at the Royal Agricultural hall, London, from June 7 to 19, failed to realize the hopes of many of the Canadian exhibitors, because the attendance both of the trade and the public was disappointing, although it improved somewhat towards the close of the exhibition. This was particularly regrettable because, while the display was not representative of all Canadian industries, several important Canadian manufacturers exhibited, and the general display was quite attractive.

The inception of the Canadian Industries Exhibition, which was actually the first of its kind held in this country—although Canadian industries had been represented to some extent in previous Canadian Government exhibitions—was due to an offer made last summer to Mr. Lloyd Harris, chairman of the Canadian Mission in London, by Mr. H. Greville Montgomery, an experienced manager of London trade exhibitions, who, having secured the Agricultural hall for a fortnight in June, suggested that the holding of an exhibition of the products of Canadian industries would advantageously supplement the propaganda work which the mission was carrying on.

Unfortunately, however, ill-fate has dogged the venture almost throughout.

By the time the organizer arrived in Canada last October, many of the leading manufacturers had become extremely busy owing to the revival of an active home market and saw no prospect of being able to deal with export trade; and although sufficient exhibitors were secured to warrant the carrying out of the project, a number of manufacturers who originally promised to make displays subsequently found it impossible to do so.

A further misfortune, and indeed a severe blow to the prospects of the exhibition, was that resulting from delay in transportation and delivery; the bulk of the exhibits were lying at the London docks at the time originally advertised for the opening of the exhibition, which necessitated its postponement for several days and naturally caused general disorganization.

In any case, the wisdom of holding a trade exhibition—and a new venture at that—during the height of the summer and of the London season is extremely questionable.

The original intention was to hold an exclusively trade exhibition, admission to which would be limited to invitations, but it was subsequently decided that, owing to the participation of the Canadian railways and similar features, the public should be admitted by payment during the afternoon and evenings, and this certainly led some of the exhibitors to expect a much larger attendance of the public than resulted, and for this reason doubtlessly some of the exhibitors neglected to personally circularize firms in their trade, as is customary in trade exhibitions in this country. Upon the other hand, it should be emphasized that several of the manufacturers who made comprehensive displays and personally invited prospective customers to call and inspect samples, reported excellent results, and many of them stated that they could have secured very large orders if they had been in a position to fill them.

While there was a certain amount of justification in the complaints made by the exhibitors generally that the exhibition had not been sufficiently advertised, the results of subsequent action taken in this direction was rather to attract persons wishing to view the free displays of Canadian films made by the Canadian Pacific Railway Company than business men wishing to inspect the manufacturers' stalls.

As a matter of fact the management stated that they had issued invitations to some 30,000 business firms, including several thousand names furnished by the Canadian Government Trade Commissioners in this country as known to be interested in Canadian products. The management also reported upon the conclusion of the exhibition that the number of persons who paid for admission at the turnstiles aggregated about 12,000; and while no exact check was kept of the number of visitors presenting complimentary tickets, it was estimated that they approximated between 25,000 and 30,000.

It must also be borne in mind that while the trade exhibitions which are annually held in London and elsewhere are established events, with perfected organizations, the Canadian Industries Exhibition was an entirely new departure, and as such bound to encounter initial difficulties.

A subject of criticism was that the scope of the exhibition was too general, except for propaganda purposes, because the regular series of trade exhibitions referred to above limit themselves to particular branches of trade which appeal to persons engaged in that trade or industry; and it was frequently stated that no particular trade was sufficiently represented at the Canadian Industries Exhibition to repay the ordinary busy buyer for the loss of time involved in a special visit to Islington.

It might be suggested, moreover, that should further exhibitions of this kind be held, the exhibitors should beforehand organize a committee of Canadian representatives to supplement the efforts of the management, which would tend to better co-operation and unification.

To return, however, to the exhibition itself. Although it was a private venture with which the Canadian Government was in no way connected, Sir George Perley, the High Commissioner for Canada, had accepted an invitation to perform the opening ceremony, but owing to other pressing engagements found it impossible to be present upon the postponed date, so the inauguration was kindly undertaken, at short notice, by Sir George McLaren Brown, European manager of the Canadian Pacific Railway Company.

The exhibits, although insufficient to necessitate the utilization of the galleries and outside halls, comfortably filled the whole of the ground floor, and included much that was interesting and attractive.

While, as will be observed from the list of exhibitors which is given later on, several industries, notably heavy iron and steel, and confectionery, were well represented, the display was far from representative of Canadian resources, a notable omission being the pulp, paper and associated industries, with the exception of wall-paper.

It will be noticed, however, that a number of the displays were made by the resident agents and distributors in the United Kingdom, several of whom reported being disappointed at the last moment of exhibits which they had confidently expected.

The largest and most comprehensive exhibit of all was made by the Canadian Pacific Railway Company, which also provided the free displays of films already alluded to and rendered every possible support to the management by liberally advertising the exhibition. The Canadian National Railways also made a tasteful display.

It should also be mentioned that the newspapers *The Canadian Gazette* and *Canada* both had stalls at the exhibition, and indeed did everything in their power to contribute to the success of the undertaking.

In view of the original close connection of the project with the Canadian Mission in London, its successors, the Overseas Branch of the Department of Trade and Commerce, agreed to maintain an office in the exhibition, where an official was in constant attendance The three Canadian Trade Commissioners who are at present in the United Kingdom—the Bristol and Liverpool Commissioners being at present in Canada—spent several days at the exhibition, interviewing the exhibitors in the endeavour to supply information about export openings, and to render all possible assistance.

List of Exhibitors.

Iron, Steel, Hardware, etc.—

Dominion Iron and Steel Co., Ltd., Sydney, N.S.
Steel Company of Canada, Hamilton.
Nova Scotia Steel and Coal Co., Ltd., New Glasgow, N.S.
Sheet Metal Products Co., Ltd., Toronto.
Dominion Steel Products Co., Ltd., Brantford, Ont.
British Smelting and Refining Co., Ltd., Montreal.
Champion Spark Plug Co., of Canada, Ltd.
C. A. Dunham Co., Ltd., Toronto.
Gillette Safety Razor Co., of Canada, Ltd.
Hoover Suction Sweeper Co., Ltd., Hamilton.
Canada Cycle and Motor Co., Ltd., Weston, Ont.
Machine and Stamping Co., Ltd., Toronto.
Maxwells, Ltd., St. Marys, Ont.
J. H. Connor & Son, Ltd., Ottawa.
Whitman & Barnes Manufacturing Co., St. Catharines, Ont.

Machinery—

Spramotor Co., London, Ont.
London Gas Power Co., Ltd., London, Ont.
Massey-Harris Co., Ltd., Toronto
Chase Tractors Corporation, Ltd., Toronto.
Acadia Gas Engines, Ltd., Bridgewater, N.S.

Chocolates and Confectionery—

Willard's Chocolates, Ltd., Toronto.
Canadian Biscuit and Confectionery Export Co., Ltd., Toronto, exhibiting for:—Cowan & Co., Ltd., Toronto; McCormick Mfg. Co., London, Ont.; C. J. Bodley Co., Ltd., Toronto.
Wm. Neilson, Ltd., Toronto.
Patterson Candy Co., Ltd., Toronto.
Maple Tree Producers Association, Ltd., Montreal.

Pianos, etc.—
Bell Piano and Organ Co., Ltd., Guelph.
Williams Piano Co., Ltd., Oshawa.
Sherlock-Manning Piano and Organ Co., Ltd., London.
Doherty Piano Co., Ltd., Clinton, Ont.

Furniture, etc.—
McLagan Furniture Co., Ltd., Stratford, Ont.
Simmons, Ltd.
Arnprior Cabinet Co., Arnprior, Ont.
Kindel Bed Co., Ltd., Stratford, Ont.

Chemicals, etc.—
Shawinigan, Ltd., representing:—Canadian Electro-Products Co., Ltd., and Canada Carbide Co., Ltd.
Canadian Bronze Powder Works, Ltd., Montreal.
Palmolive Co., Ltd., Toronto.
Channell Chemical Co., Ltd., Toronto.

Wall-paper—
Stauntons, Ltd., Toronto.
Reg. N. Boxer Co., Ltd., Toronto.

Leather—
Breithaupt Leather Co., Ltd., Kitchener, Ont.
C. H. Peters' Sons, Ltd., St. John, N.B.

Miscellaneous—
Canadian Polishes, Ltd., Hamilton.
Imperial Varnish and Colour Co., Ltd., Toronto.
Canadian Bee Supply and Honey Co., Ltd., Toronto.
E. D. Smith & Son, Ltd., Winona, Ont.

United Kingdom Merchants and Distributors handling various miscellaneous lines—
John B. Keeble & Co., Ltd., acting for—
Meakins & Sons, Ltd.
Stratford Mfg. Co., Ltd.
Schultz Bros. Co.
Canadian Veneering Co.
Springer Lock Mfg. Co.
Gavenite Products, Ltd.
Canadian Woodenware Co.
Megantic Broom Mfg. Co.

Export Association of Canada, Ltd., representing—
A. Ramsay & Son Co.
C. O. Clark & Bro.
Martin-Orme Piano Co.
McClary Mfg. Co.
Eaton & Sons, Ltd.
Windsor Phonograph and Record Co.
British Canadian Export Co., Ltd., representing—
The Barnet-Canadian Kitchen Cabinet and other Renfrew industries.
Canada Overseas Trading Co., Ltd., showing British Columbia salmon, timber, also canned fruits, jams, etc.
A. H. Parker & Sons, Ltd., Bristol, acting for—
Maritime Fish Corporation.
Eastern Canneries, Ltd.
Saskatchewan Co-operative Creameries, Ltd.
Canadian Cereal and Flour Mills Co.
C. H. Dudemore & Co., Ltd., exhibiting models of British Columbia wooden houses.
Dominion Machinery Co., Ltd., representing the "Elliot" woodworking machine and a variety of Canadian machinery.
S. D. Simond & Co., Ltd., showing—Maple products, mincemeat, and various canned and preserved goods.
C. H. Baber: Boots and shoes of—
Blachford Shoe Mfg. Co., Ltd.
Scott-Chamberlain, Ltd.
Getty & Scott.
Nursery Shoe Co.
Dominion Industries, Ltd., exhibiting a wide range of Canadian manufactured products.
Sydney Smith: flour, grain and feed products.
Hill, Seddon & Co., representing—Sales, Ltd., H. Levy & Sons, Ltd., Basque Chemical Co., Non-Such Mfg. Co., Satinette Products Mfg. Co., Normandy Tire and Rubber Co., Smalls, Ltd.
T. M. Stevens & Co., showing different grades of British Columbia salmon and fruits.

DREDGING THE HARBOUR OF NASSAU, BAHAMAS.

Mr. R. H. Curry, Canadian Commercial Agent in the Bahamas writes: "It is the intention of the Bahamas Government to endeavour to have a portion of the harbour of Nassau dredged and tenders for the work will be called for. Should any contractor in Canada desire to tender for the work I would suggest that he come down and go over the ground. I shall always be at the disposal of any Canadian contractor who may be interested."

The Commercial Intelligence Branch of the Department of Trade and Commerce has received from Mr. Curry a plan of the harbour of Nassau, with particulars of borings, etc., in the harbour with depth of water at various points and the proportions of sand, hard gravel, soft rock or marl, soft coral rock, etc. Any contractor who may be interested can see this at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

INDIAN HIDES AND SKINS: REPORTS OF IMPERIAL INSTITUTE COMMITTEE.

In 1916 the Secretary of State for India authorized the Committee for India of the Imperial Institute of which Sir Charles McLeod is chairman, to conduct an inquiry into the possibilities of increasing the trade in Indian raw materials with the United Kingdom and elsewhere in the Empire. Special committees, including commercial experts, were formed to deal with various materials. The reports of these committees, which contain important information and recommendations regarding the extension of the industrial utilization of Indian raw materials, are in course of publication as a series of volumes by Mr. John Murray.

The first volume, relating to Indian hides and skins, which has just been issued, contains the reports of the hides and tanning materials committee on cowhides (kips), buffalo hides, and goat and sheep skins, and also a detailed account of the trade in Indian hides and skins. The most important of these products are kips and goat skins. Before the war the value of the annual exports of kips from India was about £4,000,000, whilst goat skins to the value of over £2,000,000 were annually exported, and in addition over £1,000,000 worth of tanned goat skins. The annual values of the buffalo hides and sheep skins exported from India before the war were about £1,500,000 and £900,000 respectively.

At one time a large proportion of the exports of raw Indian kips was tanned in the United Kingdom, but subsequently both the tanning of the hides and the export trade from Calcutta generally passed into German hands. In 1913-14 the value of the kips exported to Germany amounted to £2,000,000 and to Austria £750,000, whilst those shipped to the United Kingdom had a value of only £63,000. The report deals with the measures necessary to recover this important trade and to keep it in British hands, and recommendations are made as to the necessary conditions for re-establishing the tanning of Indian kips on a large scale in the United Kingdom. One of the principal recommendations was the imposition in India of an export duty on the kips, with a rebate to tanners within the British Empire, and this measure has since been adopted by the Government of India and is now in force. The committee also favour increased tannage in India.

Most of the goat skins exported from India are shipped to the United States, where they are tanned by the chrome process for the production of glace kid, which is largely sent to the United Kingdom. It is believed that a great extension of chrome tanning in Great Britain and throughout the Empire is possible, as large quantities

of raw goat skins are available in Indian and other British possessions. The fact that a preferential export duty on raw goat skins, similar to that on kips, has now been imposed by the Government of India should contribute to this end.

Before the war goat skins tanned in India were largely shipped to London for disposal, but the leather was mostly utilized in foreign countries for the manufacture of fancy articles, which in turn came back to the United Kingdom.

TAXATION OF FOREIGN COMPANIES DOING BUSINESS IN SPAIN.

(Commercial Attaché Chester Lloyd Jones, Madrid, in United States Commerce Reports.)

Heretofore foreign companies could carry on business in Spain under tax laws which were not repressive. They might act through representatives who were resident agents or they could establish branches which were organized as limited liability companies. The tax upon resident agents ranged up to 6,000 pesetas per annum. Foreign branches paid taxes on the capital devoted to the business in Spain or upon profits, according to whether one or the other method yielded more to the Spanish treasury.

RECENT LAW FAVORING SPANISH COMPANIES.

During the last decade there has been in process of development a demand for legislation favouring Spanish key enterprises over those representing foreign capital. Laws were passed granting subsidies to companies which purchased their materials in Spain and limited the percentage of stock held by foreigners. Since the World War the demand has grown that Spanish companies in general be placed in a position more favourable than foreign enterprises.

In the closing days of the recently adjourned Cortes, laws were passed which go far toward this standard. Legislation adverse to foreign enterprises was directed especially against foreign banks, but the provisions of the law signed under date of April 29 include also clauses which appear to affect adversely almost all foreign companies doing business in Spain.

After establishing new rates of taxation the new measure contains provisions concerning the conditions under which foreign companies shall be considered taxable in Spain under the rates of the tariff established in the law. A free translation of the more important clauses follow:—

Second provision.—For the purposes of the preceding provision a foreign enterprise will be understood to be doing business in Spain when it has in one or several of the provinces of the kingdom factories, workshops, stores, or other establishments, branches, agencies, or representatives authorized to contract in the name and for the account of the enterprise.

The operations carried on in Spain by foreign companies by means of special organizations for sale or simply for the centralization of the orders which various enterprises may fill, create for said enterprises the obligation to pay taxes in Spain even in the case that the organization for sale or the centralization of orders may have its own legal personality and may be liable to the payment of taxes in the kingdom under this very rate. The decision on the fact as to whether a company acts as a sale organization or for the centralization of orders lies in the competence of the Jurado de Utilidades. * * *

Article 6.—The Jurado de Utilidades shall be constituted in the Ministry of the Treasury and shall be formed of the chief directors of "Contribuciones y del Timbre del Estado," two bankers, managers, or directors of banks which possess Spanish nationality designated by the Council of Ministers on the proposal of the Treasury Department, and two officers of the Ministry of the Treasury designated by the

Minister. * * * After having made the necessary investigation in each case the Jurado de Utilidades shall take its resolutions according to the promptings of conscience and by majority vote. In case of a tie the president shall decide. * * * The competence of the Jurado de Utilidades outlined in the first provision of article 2, and in the second, fifth, eighth, ninth, and thirteenth provisions of article 3 can not be modified except by law. * * * The resolutions of the Jurado de Utilidades shall necessitate, in order to be put into effect, the approval of the Minister of the Treasury. If he dissents he shall submit the affair within the maximum period of one month to the council of ministers which shall decide definitely. The judgments of the council of ministers and those of the Jurado de Utilidades in matters within their own power shall not be impugnable by litigation (no son impugnables en la vía contenciosa).

BASIS ON WHICH FOREIGN COMPANIES SHALL BE TAXED.

Another provision of the law of April 29 provides the basis on which foreign companies shall be taxed. It provides that there shall be taxed—

B. In the case of foreign enterprises which carry on business within the Kingdom and outside of it, the proportionate part of the profits and in the proper case of the capital corresponding to the proportionate amount assigned to the business of the enterprise in the Kingdom. This amount cannot be in any case less than one-tenth, and its determination lies within the competence of the Jurado de Utilidades.

This statement appears to have a direct bearing upon the liability to taxation of foreign companies with branches in Spain and to sociedades anonimas organized as virtual branches of American companies. The application to the latter should be considered in connection with the terms of the Royal Decree of April 25, 1911, the fourth article of which reads (free translation):—

Those societies shall be considered Spanish for the purpose of this decree which are constituted under the provisions of Spanish legislation and which have taken out their incorporation in Spain.

In spite of what is provided in the preceding paragraph the administration may consider as foreign societies, for the purpose of valuing their capital as a basis of taxation, the companies which although complying with requirements outlined in the above paragraph, have one of the following characteristics:—

(*a*) When the administrators of the company lack Spanish nationality or, although possessed thereof, are not domiciled in Spain in sufficient number to take decisions concerning the business of the company by themselves.

(*b*) Whenever the persons legally charged with the administration of the company are dependent upon some foreign entity, whether because of their situation as employees or by contracts or stipulations to that effect.

(*c*) Whenever, because of the corporate name inscribed in the register or because of any words of which the company may make use in advertisements or documents relating to its mercantile business, it appears that the society in Spain is a dependent of a foreign organization.

(*d*) Whenever it appears on reliable evidence to the Spanish administration that there exists in the power of some foreign entity enough of the capital stock to allow it to impose its decisions upon the stockholders' meetings and upon the commercial transactions of the company in question.

IMPORTS INTO PALESTINE VIA JAFFA IN 1913.

The following table giving imports and their values into Palestine via Jaffa in 1913 is reproduced from a British consular report. It does not indicate present trade conditions, but shows what was imported in normal times before the war:—

Acids	£ 3,670
Bedsteads	2,250
Cattle	28,000
Caustic soda	12,700
Cement	7,850
Chemicals	10,580
Cloth	15,000
Coal	14,780
Coffee	51,900
Cotton goods	240,800
Empty sacks	13,528
Fancy goods	32,800
Glassware	13,250
Flour	150,625
Metal goods	32,200
Hides	15,800
Furniture	9,280
Iron grates and plates	24,192
Linseed and machine oil	11,000
Machines	15,320
Motors	12,750
Olive oil	48,800
Colours	10,000
Petrol	81,000
Potatoes	4,400
Conserves	33,200
Rice	63,430
Silk	7,250
Salt and dried fish	9,800
Printing paper	9,000
Sugar	53,600
Tiles and bricks	7,800
Wood	107,000
Tobacco	67,300
Wines and spirits	10,700
Zinc, copper, tin plates and iron	19,000
Other articles	55,580
Grand total	£1,306,135

BRISBANE, THE CAPITAL OF QUEENSLAND.

Brisbane, the capital of Queensland, Australia, is situated in Stanley county, on the banks of the river Brisbane, 25 miles from its mouth on Moreton bay. The city is built on a series of hills rising from the river banks, but some parts occupying low-lying areas have been the scene of disastrous floods. The main streets and principal buildings are formed by a tongue of land formed by a southward bend of the river. The city, which is the seat of a university, is well provided with parks, and there is good service of electric cars and omnibuses, and of river ferries. There are boot factories, soap works, breweries, tanneries, and tobaco factories. There is wharfage accommodation on both banks of the river, permitting vessels drawing 29 feet at high water to load. The tonnage of vessels entering the port in 1916-17 totalled 1,894,846 tons. Iron, machinery and general merchandise form the principal imports, and the exports are chiefly coal, sheep, tallow, wool, frozen meat and hides. Population (1916), 169,000.

The illustration on the front page of this number of the *Weekly Bulletin* gives a general view of Brisbane.

CZECHO-SLOVAKIA'S TIMBER RESOURCES.

(London Chamber of Commerce Journal.)

Although Czecho-Slovakia is better known as a well-developed agricultural and industrial country, it may be of interest to mention that this comparatively small European republic ranks among the most richly wooded countries of Europe, her woodland covering no less than 32 per cent of her total area. Not only so, but if Carpathian Russia, whose political future is yet undecided, is destined to become one with Czecho-Slovakia, there would be a huge total of 12,355,000 acres covered with forests and woods, or, in other words, a wooded acreage four times larger than that of England. Judging by the annual after-growth, and by the timber and wood obtained, the normal produce of the forests in the Czecho-Slovakia Republic may be estimated at 16,000,000 cubic metres. This proportion of the two main kinds of timber as at present obtained is on an average of 60 per cent of timber and 40 per cent of firewood, but in normal times the percentage of timber would be much larger, as the recent economic crisis and the shortage of coal has made an imperative demand for the supply of all wood that could be spared for fuel. With an increased production of coal and a sufficient number of railway trucks, there is hope for an increase in the annual yield of timber to the extent of 12,000,000 cubic metres. The timber is particularly suitable for building material, and also for the manufacture of planks, railway sleepers, etc., and for the manufacture of cellulose fabrics. When under the Austrian régime the wood of Czecho-Slovakia was exported unmanufactured as logs, the greater part being sent to Germany, where it was manufactured and placed on the world's markets. With post-war independence and all the encouragement it has brought, Czecho-Slovakia is endeavouring to manufacture the wood from her forests by home industry, and she seems in practically every way to be well on the road to complete equipment in this direction. The chief interest of British timber merchants in the forests and wood production of Czecho-Slovakia lies, of course, in the question as to whether or not there will be a sufficient surplus of timber available for export to supply a much-needed want in England, with a possible reduction in the price to the consumer, which we know is almost solely governed by the law of supply and demand. That a satisfactory answer can be given to this question —at least so far as the exportation of timber is concerned—is shown in a recent issue of the *Czecho-Slovakia Trade Journal,* which points out that, in spite of enormous domestic requirements, there will be a considerable surplus of timber for export, and in estimating the total quantity of planks and deals likely to be shipped abroad during this year, it places the figure at 3,000,000 cubic metres. This total, by the way, will be supplemented by an exportation of furniture, packing cases, and other manufactured articles.

SOUTH AFRICAN MARKET FOR PAINTS AND VARNISHES.

(London Chamber of Commerce Journal.)

That the manufacture of paints will ultimately be an important industry in South Africa is highly probable. Hitherto paint-making ingredients have been imported from foreign sources, but it appears that the oversea trade in these materials will meet increasing competition from local production, as almost inexhaustible supplies of earth pigments, ochres and oxides, from which almost every colour may be obtained, are said to exist in South Africa. Imports of ochres and of linseed oil are diminishing. According to the United States consul at Johannesburg, although the local manufacture of paints is forging ahead, the output is far from sufficient to meet the demand, and there is still a comparatively large field for exports of this class to South Africa. The United Kingdom leads in the imports of paints and varnishes, and has almost a monopoly of the varnish trade, while she ranks first in the imports of paints and varnishes of "all other kinds." The United States leads in the imports of turpentine and substitutes, water colours and distempers. Ready-made paints for the jobbing trade are

usually sold in lever tins, packed 48 tins to the case. The better class of goods for specialists are commonly shipped in closed cans of 2 and 5 gallons of imperial measure. Buying by weight is generally per 100 pound, but some merchants prefer quotations on 112 pounds. As a rule, quoting a net price is declared to bring quicker results than giving various discounts, particularly inasmuch as the most common means of settlement in trade of this kind is by cash against documents. However, goods are frequently placed through agents, and different prices quoted, with terms of credit ranging from 30 to 60 to 90 days. White zinc is not used in large quantities, and that which is imported is principally of British manufacture. On the other hand, white lead is extensively employed, and the United Kingdom is the chief source of imports. Colours in oils and japan are not used to a large extent. Dry colours are handled in large quantities in the form of water paints, known by the name of distempers. Almost every brand is on sale in South Africa. Carriage manufacturers use dry colours in fairly good amounts. Enamels are also sold in the large trade centres, and are mostly white and of fine quality. Probably the most effective manner of introducing new brands of paints and of extending sales is by means of judicious advertising. Practically all manufacturers, or their agents, resort to this method of popularizing their goods. Folders showing varieties and colours of paints are also distributed.

INDIA'S GREAT INDUSTRIAL DEVELOPMENT.

(*British Export Trade Gazette.*)

The vastness of the Indian market, and the even greater vastness of its commercial possibilities, are still but imperfectly understood by the majority of British business men. One or two facts, however, stand out with startling force, the first being the rapid development of Indian industrialism, the second the rapid growth of American trade with the market, and the third the serious decline in the British share of the trade. Take iron and steel goods. Before the war United Kingdom manufactures of this class represented 60 per cent of the total imports. To-day they are but a trifle over 50 per cent, and American goods are imported to upwards of 40 per cent. As for local production of iron and steel goods, this developed remarkably during the war in fulfilment of Government contracts; but the plant extensions as, for example, of the Tata Iron and Steel Works, installed for service in the prosecution of the war, are now being devoted to supplying the industrial needs of India.

GROWING IRON AND STEEL INDUSTRIES.

To-day the great Tata Works are producing not only steel rails and sleepers, the original products to which they were devoted, but, in addition, plates, sheets, bars, billets, wire, and electrically produced high-grade steel; while in addition the most up-to-date plants are turning out large quantities of such by-products as coke, coal-tar, benzol, sulphate of ammonia, and sulphuric acid to feed a further group of industries which are being established. Indian enterprise and capital are indeed being used generously with the aim of making the country as far as possible self-supporting in regard to such industries, and several other important steel and iron works are being set up in Bengal for furthering this aim.

A Great Market for Engineering Supplies.

The next 10 years will witness enormous industrial expansion in India, and huge contracts are certain for electrical plant, mining machinery, steel-works plant, oil-crushing and refining machinery, machine tools, and all descriptions of engineering supplies for industrial purposes. Before the war Great Britain had a firm hold on what there was of this trade, but American firms took advantage of their unique opportunity for supplying the market during the great conflict, and their competition must now be reckoned a permanent factor. At present, however, no American machinery manufacturers appear to have opened branches in India, and in this to be established.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Public Terminal Elevators, Interior Terminal Elevators, Country Elevators in Western Division, and at Public Elevators in the East; also U.S. Atlantic Seaboard Ports.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending July 2, 1920.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C. P. R.	22,279	10,148	21,496	.....	13,294	67,217
Empire Elevator Co.	37,582	(—) 1,702	46,085	13,108	5,169	100,242
Consolidated Elevator Co.	53,124	833	18,541	50,094	1,980	124,572
Ogilvie Flour Mills Co.	396,265	15,917	14,616	.....	2,969	429,767
Western Terminal Elevator Co.	36,927	7,079	96,887	20,682	529	162,104
G. T. Pacific.	59,584	22,569	22,410	29,480	3,192	137,235
Grain Growers' Grain Co.	132,018	31,824	39,817	.....	4,893	208,552
Fort William Elevator Co.	19,559	15,254	4,169	16,139	6,253	61,374
Eastern Terminal Elevator Co.			Closed.			
Northwestern Elevator Co.	117,297	14,783	18,875	43	69	151,067
Port Arthur—						
Port Arthur Elevator Co.	256,980	30,417	94,964	295	15,514	398,170
Sask. Co-op. Elevator Co.	86,690	39,902	70,129	89,962	2,613	289,296
Canadian Government Elevator.	100,260	47,321	37,744	82,987	6,503	274,815
Thunder Bay.	134,309	28,336	13,964	15,135	1,910	193,654
Davidson and Smith.	36,191	5,913	7,003	.....	222	49,329
Eastern-Richardson.	80,085	23,516	30,176	13,271	798	147,846
Total Public Terminal Elevators.	1,569,150	292,110	536,876	331,196	65,908	2,795,240
Total Private Terminal Elevators.	310,923	96,952	24,545	82	.....	432,502
Saskatoon Can. Govt. Elevator.	1,619,357	23,959	324	11,784	.....	1,655,424
Moosejaw Can. Govt. Elevator.	1,366,141	15,044	1,503	8,712	.....	1,391,400
Calgary Can. Govt. Elevator.	1,071,529	220,721	17,465	58	5,690	1,315,463
Vancouver, Can. Govt. Elevator.	7,590	.....	.....	.....	.....	7,590
Total Interior Terminal Elevators.	4,064,617	259,724	19,292	20,554	5,690	4,369,877
Depot Harbour.			None in store.			
Midland—						
Aberdeen Elevator Co.	23,400	.....	51,924	.....	.....	75,324
Midland Elevator Co.	1,139,776	8,116	.....	.....	.....	1,147,892
Tiffin, G.T.P.	43,620	74,139	.....	.....	.....	17,759
Port McNicoll.	224,166	3,232	123,535	.....	.....	350,933
Collingwood.	.....	.....	.....	.....	.....	—
Goderich—						
Elevator and Transit Co.	721,394	99,846	54,967	.....	.....	876,207
West Can. Flour Mills Co., Ltd.	125,318	.....	.....	.....	.....	125,318
Toronto—						
Campbell Flour Mills Co.	73,095	.....	7,001	.....	.....	80,096
Kingston—						
Montreal Transportation Co.	.....	.....	.....	.....	.....	—
Commercial Elevator Co.	.....	1,676	.....	.....	.....	1,676
Port Colborne Dom. Govt. Elevator.	.....	.....	.....	.....	.....	—
* " Maple Leaf Milling Co., Ltd.	835,296	.....	.....	.....	.....	835,296
Montreal—						
Harbour Commissioners Nos. 1 & 2.	2,125,150	308,938	764,446	.....	16,889	3,215,423
Montreal Warehousing Co.	948,835	5,727	45,759	.....	.....	1,000,321
Ogilvie Flour Mills Co.	90,078	.....	.....	.....	.....	90,078
Quebec Harbour Commissioners.	.....	15,429	.....	.....	.....	15,429
West St. John, N.B., C.P.R.	35,148	.....	1,378	.....	.....	36,526
St. John, N.B., Can. Nat. Rys.			None in store.			
Halifax, N.S., " "			None in store.			
Total Public Elevators.	6,385,276	517,103	1,049,010	.....	16,889	7,968,278
***Total Country Elevators.**	3,817,363	2,308,361	923,754	389,689	.....	7,439,167
U.S. Atlantic Seaboard Ports—						
*Portland, Maine.	10,330	573,446	34,657	.....	36,286	654,719
Baltimore, Maryland.			Not reported.			
Total U.S. Atlantic Seaboard Ports	10,330	573,446	34,657	.....	36,286	654,719
Total Quantity in Store.	16,157,659	4,047,696	2,588,134	741,521	121,773	23,659,783

*Week ending June 25, 1920.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Public Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East, for the week ended July 2, 1920.

Grades.	Account Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Northern		509,559	2,198,957	1,548,655	4,257,171
No. 2 "		252,965	734,968	1,947,558	2,935,491
No. 3 "		199,453	311,187	1,174,764	1,685,404
No. 4 Wheat		67,815	35,443	352,587	455,845
No. 5 Wheat		23,639	42,513	57,006	123,158
No. 6 "		7,792	37,838	62,618	108,248
Other		507,927	703,711	1,242,088	2,453,726
Totals		1,569,150	4,064,617	6,385,276	12,019,043
Oats—					
No. 2 C.W.		60,865	13,766	112,607	187,238
No. 3 "		72,271	13,928	47,276	133,475
Ex. No. 1 Feed		17,221	32,239	8,897	58,357
No. 1 Feed		30,373	18,482	18,283	67,138
No. 2 Feed		37,730	22,627	73,051	133,408
Other		73,650	158,682	256,989	489,321
Totals		292,110	259,724	517,103	1,068,937
Barley—					
No. 3 extra C.W.					–
No. 3 C.W.		55,371	4,195	272,266	331,832
No. 4 "		420,517	3,253	306,659	730,429
Feed		36,486	5,173	215,492	257,151
Rejected		7,623	1,934	181,253	190,810
Other		16,879	4,737	73,340	94,956
Totals		536,876	19,292	1,049,010	1,605,178
Flax—					
No. 1 Northwestern Canada		189,447	1,216		190,663
No. 2 C.W.		55,189	1,636		56,825
No. 3 C.W.		46,987	5,520		52,507
Rejected			10,513		10,513
Other		39,573	1,669		41,242
Totals		331,196	20,554		351,750
Rye—					
No. 2 C.W.		46,876			46,876
No. 3 "					–
No Grade		2,259			2,259
Rejected		8,056	5,690		13,746
Other		8,717		16,889	25,606
Totals		65,908	5,690	16,889	88,487
Total quantity in store		2,795,240	4,369,877	7,968,278	15,133,395

Wheat and other Grain in Store at Public Terminal Elevators, Private Terminal Elevators, Interior Terminal Elevators, Country Elevators, United States Atlantic Seaboard Ports, and Public Elevators in the East on July 2, 1920, with comparisons for five years.

	Wheat.	Other Grain.	Total.
July 2, 1920—	Bushels.	Bushels.	Bushels.
Public Terminal Elevators	1,569,150	1,226,090	2,795,240
Private Terminal Elevators	310,923	121,579	432,502
Interior Terminal Elevators	4,064,617	305,260	4,369,877
Country Elevators	3,817,363	3,621,804	7,439,167
U. S. Atlantic Seaboard Ports	10,330	644,389	654,719
Public Elevators in the East	6,385,276	1,583,002	7,968,278
Total	16,157,659	7,502,124	23,659,783
July 4, 1919—			
Public Terminal Elevators	1,772,063	4,231,234	6,003,297
Interior Terminal Elevators	888,455	1,076,709	1,965,164
Public Elevators in the East	7,868,294	3,784,264	11,652,558
Total	10,528,812	9,092,207	19,621,019
July 5, 1918—			
Public Terminal Elevators	568,074	6,497,397	7,065,471
Interior Terminal Elevators	79,862	1,569,195	1,649,057
Public Elevators in the East	4,186,071	6,886,628	11,072,699
Total	4,834,007	14,953,220	19,787,227
July 6, 1917—			
Public Terminal Elevators	7,633,405	5,523,334	13,156,739
Interior Terminal Elevators	670,948	405,010	1,075,958
Public Elevators in the East	3,918,500	7,465,008	11,383,508
Total	12,222,853	13,393,352	25,616,205
July 7, 1916—			
Public Terminal Elevators	13,483,551	6,566,048	20,049,599
Interior Terminal Elevators	1,417,617	387,648	1,805,265
Public Elevators in the East	5,963,786	6,818,301	12,782,087
Total	20,864,954	13,771,997	34,636,951
July 8, 1915—			
Public Terminal Elevators	2,429,777	2,236,080	4,665,857
Interior Terminal Elevators	161,802	174,595	336,397
Public Elevators in the East	1,043,664	1,890,404	2,934,068
Total	3,635,243	4,301,079	7,936,322

PAPER PULP TO BE PRODUCED FROM PAPYRUS IN ZULULAND.

Arrangements for the manufacture of paper pulp from papyrus grass in Zululand are now in progress. A Norwegian company (Walmer Papyrus Pulp Company) have secured a concession over several hundred square miles from which to reap all reeds and papyrus grass, which are considered to be excellent raw materials for the manufacture of paper pulp. Charles J. Piser, consul at Cape Town, reports that the company is capitalized at £160,000 ($779,000). A factory capable of turning out 6,000 tons of pulp a year is now being erected at Umfolosi. Most of the machinery and equipment was obtained in the United States.

The company intend at first only to manufacture paper pulp. It is estimated that it will take fully 40,000 tons of raw material to produce the 6,000 tons of pulp, but as the growth of this grass is perennial, and the area where it is found is so extensive, an abundance of raw material is assured each year.

The papyrus has to be cut by hand in the same way as sugar cane. The grass is dried, passed through a cutting machine, and then pressed and lime-washed. An abundance of cheap coloured labour is available. Later on the company intends to extend its operations to the manufacture of paper, textiles, and bags.

Receipts and Shipments of the different kinds of Canadian Grain at the Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in the Western Division, and Public Elevators in the East; also United States Atlantic Seaboard Ports for the week ending July 2, 1920.

PUBLIC TERMINAL ELEVATORS.

		Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Receipts	Rail	323,179	101,327	23,649	26,571	7,224	.....	481,950
Shipments	Vessel	337,459	.....	.....	.....	.....	.....	337,459
	Rail	57,914	43,313	8,827	3,464	.....	.....	113,518

PRIVATE TERMINAL ELEVATORS.

Receipts	Rail	178,471	92,782	8,712	.....	.....	.....	279,965
Shipments	Vessel	183,300	.....	.....	.....	.....	.....	183,300
	Rail	24,743	85,923	15,018	.....	.....	.....	125,684

INTERIOR TERMINAL ELEVATORS.

Receipts	Rail	17,192	20,964	2,818	13,987	1,626	.....	56,587
Shipments	Rail	319,624	61,857	1,611	32	1,626	.....	384,750

COUNTRY ELEVATORS, WEST DIVISION.

Receipts	Rail	746,047	938,348	150,688	101,231	.....	.....	1,936,314
Shipments	Rail	1,024,309	907,942	126,470	87,928	.....	.....	2,146,649

PUBLIC ELEVATORS IN THE EAST.

GEORGIAN BAY PORTS.

Receipts	Vessel	252,634	107,139	.....	.....	.....	.....	359,773
Shipments	Rail	844,731	311,614	47,592	.....	.....	.....	1,203,937

LOWER LAKE PORTS.

Receipts	Vessel	560,585	.....	.....	.....	.....	.....	560,585
	Rail	1,500	1,941	1,664	.....	.....	.....	5,105
Shipments	Vessel	476,250	.....	.....	.....	.....	.....	476,250
	Rail	152,155	11,253	1,058	.....	.....	.....	164,466

ST. LAWRENCE PORTS.

Receipts	Vessel	429,773	5,801	8,243	.....	.....	.....	443,817
	Rail	477,187	109,955	6,641	.....	.....	.....	593,783
Shipments	Vessel	707,310	.....	.....	.....	.....	.....	707,310
	Rail	391,867	52,998	23,933	.....	.....	.....	468,798

SEABOARD PORTS.

Receipts	Rail	.....	.....	.....	.....	.....	.....	.....
Shipments	Vessel	.....	.....	.....	.....	.....	.....	.....

TOTAL, PUBLIC ELEVATORS IN THE EAST.

Receipts	Vessel	1,242,992	112,940	8,243	.....	.....	.....	1,364,175
	Rail	478,687	11,896	8,305	.....	.....	.....	598,888
Shipments	Vessel	1,183,560	.....	.....	.....	.....	.....	1,183,560
	Rail	1,388,753	375,865	72,583	.....	.....	.....	1,837,201

U.S. ATLANTIC SEABOARD PORTS.

Receipts	Rail	.....	.....	.....	.....	.....	.....	.....
Shipments	Vessel	.....	.....	.....	.....	.....	.....	.....

Quantities of United States Grain in Store, Received and Shipped at the Public Elevators in the East for the week ended July 2nd, 1920, in comparison with the same period last year.

——	Wheat.	Oats.	Rye.	Corn.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.
Depot Harbour, G.T.P.	.....	29,981	.....	27,436	57,417
Midland Elev. Co.	249,012	.....	25,067	.....	274,079
Aberdeen Elev. Co.	188,405	101,896	.....	.....	290,301
Tiffin, G.T.P.	220,680	.....	.....	32,497	253,177
Pt. McNicoll, C.P.R.	1,022,575	40,721	544,888	.....	1,608,184
Harbour Comm'rs Montreal 1 and 2,	1,125,151	.....	761,288	8,393	1,894,832
Harbour Comm'rs, Quebec	.....	.....	.....	1,070	1,070
Total	2,805,823	172,598	1,331,243	69,396	4,379,060
Same period last year	7,819	809,940	230,054	27,207	1,075,020

GEORGIAN BAY ELEVATORS.

	Receipts.		Shipments.	
	Water.	Rail.	Water.	Rail.
	Bush.	Bush.	Bush.	Bush.
Wheat	564,597	.....	.....	609,283
Rye	158,551	.....	.....	109,392
Corn	80,997	.....	.....	71,028
Oats	.....	.....	.....	48,490

ST. LAWRENCE PORTS.

Wheat	35,842	836,349	1,107,240	
Rye	16,884	244,090	368,438	
Corn	.....	3,905	.....	2,331

CASH ON DELIVERY SYSTEM WITH INDIA.

The *British Board of Trade Journal* draws the attention of manufacturers and retailers to the system of value payable parcels now in force between the United Kingdom and India and Ceylon.

By this system parcels not exceeding 11 pounds in weight and £40 in value may now be sent by parcels post to India; the actual postage fees being paid by the sender, and the value of the parcel, plus delivery fee, being collected by the post office authorities from the addressee and remitted by the authorities to the sender.

The system is one which has long been in use in India, and is especially popular with Europeans living in the small Mofussil stations. British "exiles" and wealthy natives who have acquired western tastes have long been in the habit of selecting articles from the illustrated catalogues of well-known firms in Bombay, Calcutta, Madras, etc., and having such articles of their choice sent to them by the V.P.P. system.

Up to the present, moreover, in many cases very high prices are being asked for goods of United Kingdom manufacture, and Europeans will therefore welcome the chance of getting articles, such as apparel and books, at reasonable prices direct from the United Kingdom, more particularly as the present rate of exchange is in favour of imports from this country.

NEW INCORPORATIONS.

Dominion.

A. G. Mooney, Limited. Incorporators: William Langley Bond, advocate and K.C.; Lucien Beauregard, advocate; and others—all of Montreal. Capital, $250,000, divided into 2,500 shares of $100 each. Chief place of business, Montreal.

Owen Sound Cereal Mills, Limited. Incorporators: Matthew Robert Duncan and Charles Herbert Thompson, merchants; William Haston, miller; and others—all of Owen Sound. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of business, Owen Sound.

The Rose Castle Steamship Company, Limited. Incorporators: Arthur Ramsay Holden, K.C.; Rufus Clement Holden, Junior, advocate; Herbert William Shearer, manager; and others—all of Montreal. Capital $1,500,000, divided into 1,500 shares of $1,000 each. Chief place of business, Montreal.

Canadian Paperboard Company, Limited. Incorporators: Henry Hague Davis, James Stanley Beatty, John Rudd Rumball, Edward Henry Brower and Lawrence Alfred Langriau, all of Toronto, solicitors. Capital $5,000,000, divided into 50,000 shares of $100 each. Chief place of business, Toronto.

The North Eastern Drug and Chemical Company, Limited. Incorporators: Alexander Irwin Morison, Westmount, agent; Zotique Cardinal, druggist; Frank Keegan, agent; and others—all of Montreal. Capital, $100,000, divided into 1,000 shares of $100 each. Chief place of business, Montreal.

Glen Transportation Company, Limited. Incorporators: Alexander Joseph Donnelly and Frederick William Grant, barristers-at-law; and others—all of Midland, Ont. Capital $500,000, divided into 5,000 shares of $100 each. Chief place of business, Midland.

Dunn's Auto Markers, Limited. Incorporators: Colville Sinclair and Shirley Greenshields Dixon, advocates—all of Montreal, and others. Capital $1,000,000, divided into 10,000 shares of $100 each. Chief place of business, Montreal.

D. G. Loomis & Son, Limited. Incorporators: John Perley Wells, Charles Dickinson White, Walter Harold Lynch, advocates; and others—all of Sherbrooke. Capital $1,300,000, divided into 13,000 shares of $100 each. Chief place of business, Montreal.

Manson Motors, Limited. Incorporators: Ernest Macaulay Dillon and Ray Thornley Birks, gentlemen; Ethel Louise Helen Scott, accountant; and others—all of Toronto. Capital $1,500,000, divided into 150,000 shares of $10 each. Chief place of business, Toronto.

The Slade Manufacturing Company, Limited. Incorporators: Russell Pierce Locke and Howard Addison Hall, barristers-at-law; and others—all of Toronto. Capital $200,000, divided into 2,000 shares of $100 each. Chief place of business, Owen Sound.

Riordon Company, Limited. Gordon Walters MacDougall and Lawrence Macfarlane, K.C.'s; Gregor Barclay, William Bridges Scott and Adrian Knatchbull-Hugessen, advocates, all of Montreal. Capital, $60,000,000, divided into 300,000 shares of 8 per cent first cumulative preference stock of $100 each and 100,000 shares of 7 per cent cumulative convertible preference stock of $100 each, and 400,000 shares of common stock of $100 each. Chief place of business, Montreal.

Ontario.

Alfred Patterson Candy Company, Limited. Incorporators: Alfred Patterson candy manufacturer; and others—all of Brantford. Capital $75,000, divided into 3,000 shares of $25 each. Chief place of business, Brantford.

The Kingston Smelting and Refining Company, Limited. Incorporators: Alexander MacKinnon, Kingston, engineer; and others, of New York. Capital $1,000,000, divided into 10,000 shares of $100 each. Chief place of business, Kingston.

The Toronto Computing Scalé Company, Limited. Incorporators: James Parker and Maurice Crabtree, barristers-at-law; and others—all of Toronto. Capital $200,000, divided into 2,000 shares of $100 each. Chief place of business, Toronto.

Nautical Togs, Limited. Incorporators: Andrew Edward Rea, James Birmingham Rea, manufacturers; John Alexander Macintosh, barrister-at-law; and others—all of Toronto. Capital $150,000, divided into 1,500 shares of $100 each. Head office, Toronto.

Jackson Drier Company, Limited. Incorporators: Samuel King and Oscar Heuman King, barristers-at-law; and others—all of Toronto. Capital $100,000, divided into 2,000 shares of $50 each. Head office, Toronto.

Cut-Soles, Limited. Incorporators: Frank Stewart Scott, manufacturer; Charles Francis Brigham, manager; and others—all of Galt. Capital $200,000, divided into 2,000 shares of $100 each. Head office, Galt.

Soap-Perfumes, Limited. Incorporators: Andrew Allison Adams, James John Maclennan and John Noble Black, solicitors; and others—all of Toronto. Capital $250,000, divided into 2,500 shares of $100 each. Head office, Toronto.

United Shoe Shops, Limited. Incorporators: James Edward Day, Joseph Patrick Walsh, and Frederick Robinson Marshall, barristers-at-law; and others—all of Toronto. Capital $500,000, divided into 50,000 shares of $10 each. Head office, Hamilton.

Orton Motor Company, Limited. Incorporators: Alfred Orton; manufacturer; Reginald G. R. MacKenzie, solicitor, Petrolia; and others. Capital $500,000, divided into 5,000 shares of $100 each. Head office, Petrolia.

Zuber Manufacturing Company, Limited. Incorporators: Howard Addison Hall, barrister-at-law; and others—all of Toronto. Capital, $200,000, divided into 2,000 shares of $100 each. Head ove, Toronto.

Canadian Triangle Conduit Company, Limited. Incorporators: John Antliff, Kent, accountant; Guy Meredith Jarvis and iWlWfrid Campbell Milne, barristers-at-law; and others—all of Toronto. Capital $100,000, divided into 1,000 shares of $100 each. Head office, Toronto.

Instantaneous Electric Heater (Canada) Limited. Incorporators: James Edward Day, Joseph Patrick Walsh and Frederick Robinson Marshall, barristers-at-law; and others—all of Toronto. Capital $250,000, divided into 25,000 shares of $10 each. Head office, Toronto.

Myles Shoe Company, Limited. Incorporators: George Herbert Sedgewick, John Wellington Pickup, barristers-at-law; and others—all of Toronto. Capital $200,000, divided into 2,000 shares of $100 each. Head office, Toronto.

Canadian Fisheries & Storage Company, Limited. Incorporators: Herbert Andrew Short, fish dealer, of Port Stanley; and others. Capital $150,000, divided into 1,500 shares of $100 each. Head office, Port Stanley.

AUSTRALIAN TENDERS.

Copies of tender forms and specifications have been received from Mr. D. H. Ross, Canadian Trade Commissioner, Melbourne, for material required by the Department of Public Works of New South Wales, Sydney.

These tender forms and specifications are open to the inspection of interested Canadian manufacturers at the Department of Trade and Commerce, Ottawa. (Refer file No. 20603).

As these tenders close at too early a date to permit posting from Canada, manufacturers could instruct their Australian representatives to prepare and lodge quotations in the proper form within the specified time.

Particulars of the requirements are briefly outlined thus:—

No.	Date of Closing.	Particulars.
....	July 19, 1920.	Supply and delivery of three (3) electrically-driven quarry cranes, as specified.
....	July 19, 1920.	Supply and delivery of two (2) electrically-driven centrifugal pumps, as specified.
....	July 19, 1920.	Supply and delivery of four (4) stiff-leg derricks, as specified.
....	July 19, 1920.	Supply and delivery of two (2) cableways, as specified.
....	July 19, 1920.	Supply and delivery of two (2) jaw crushers, as specified.
....	July 19, 1920.	Supply and delivery of three (3) concrete mixers, as specified.

Copies of tender forms and specifications have also been received from Mr. D. H. Ross, Canadian Trade Commissioner, Melbourne, for material required by the Postmaster General's Department, Melbourne. These tender forms and specifications are open to the inspection of interested Canadian manufacturers at the Department of Trade and Commerce, Ottawa. (Refer file No. 20603).

Tenders in conformity to the specifications should be addressed to Deputy Postmaster General, Melbourne, Australia.

Particulars of the requirements are briefly outlined thus:—

No.	Date of Closing.	Particulars.
1634.	September 7, 1920.	35,628 telephones of various kinds, as specified.
1635.	September 7, 1920.	356 miles cable, paper insulated, lead covered, as specified. 400 miles cable, enamelled wire, cotton covered, lead sheated, as specified. 9½ miles cable, india-rubber insulated, beeswaxed and lead covered, as specified. 6½ miles of cable, silk and cotton insulated, beeswaxed and braided, as specified. 3½ miles of cable, submarine, telegraph rubber, as specified.

MACHINE MADE "REAL" LACE.

(Consul Calvin M. Hitch, Nottingham, in United States Commerce Reports.)

An invention has just been patented for the manufacture of imitation "real" lace, by H. F. Soar, of 10 Oxford street, Long Eaton, Nottingham, which it is claimed will revolutionize the present methods of making imitation real laces. The inventor states that by means of his invention, which is an attachment to an ordinary Levers lace machine, he can produce the lace the entire width of the machine, either in breadths from one inch upward or the full width of the machine for allover nets. Thus, a machine 100 inches wide could be made to produce 100 breadths of one inch, or 50 of two inch, and so on. Two sets of jacquards are used, one operating the warp threads and the other the bobbin threads.

The inventor considers that these machines can be worked by female labour, and that the laces could be produced cheaply. Hitherto imitation real laces have been made on the small, rapid, circular machine which weaves but two breadths.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, MONTREAL, WINNIPEG, AMHERST, N.S., AND VANCOUVER, or THE SECRETARY OF THE BOARD OF TRADE AT TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, MOOSEJAW, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), NORTH SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, KITCHENER, ST. MARY'S, ONT., CHAMBRE DE COMMERCE DE MONTREAL, THE LONDON, ONT., CHAMBER OF COMMERCE, THE STRATFORD CHAMBER OF COMMERCE, THE BORDER CHAMBER OF COMMERCE, WINDSOR, ONT., AND KITCHENER MANUFACTURERS' ASSOCIATION.

Please Quote the Reference Number when requiring Addresses.

Roumanian Paper Requirements.

(NOTE.—The following group of trade inquiries emenate from the chief paper users of Roumania. This kingdom is turning to Canada in search of new buying markets to replace her former European sources of supply, and a complete re-stock must take place before her paper-using industries can resume their peace status. A considerable series of articles upon Roumanian trade prospects commence in this number of the *Weekly Bulletin*, from L. D. Wilgress, Canadian Trade Commissioner at Bucharest.)

1265. **Paper.**—A newspaper in Roumania desires to receive samples and quotations from Canadian firms in a position to export newsprint paper.

1266. **Paper.**—A newspaper in Roumania desires to receive samples and quotations from Canadian firms in a position to export newsprint paper.

1267. **Paper.**—A newspaper in Roumania desires to receive samples and quotations from Canadian firms in a position to export newsprint paper as well as any other kind of book paper.

1268. **Paper.**—A book printing firm in Roumania desire to receive samples and quotations from Canadian firms in a position to export newsprint as well as any kind of cheap and fine paper.

1269. **Paper.**—A printing firm in Roumania desire to receive samples and quotations from Canadian firms in a position to export all kinds of paper in general.

1270. **Paper.**—A printing firm in Roumania desire to receive samples and quotations from Canadian firms in a position to export all kinds of paper.

1271. **Paper.**—A firm in Roumania for sale of books and stationery in general desire to receive samples and quotations from Canadian firms in a position to export all kinds of paper.

1272. **Paper.**—A firm in Roumania for printing and sale of books and stationery in general desire to receive samples and quotations from Canadian firms in a position to export all kinds of paper.

1273. **Paper.**—A firm in Roumania desire to receive quotations and other particulars from Canadian firms in a position to export all kinds of paper in general.

Boots and Shoes and Leather.

1274. **Leather.**—A leading firm in Roumania desire to receive quotations and other particulars from Canadian firms in a position to export all sorts of leather.

1275. **Leather.**—A leading Roumanian firm are desirous to receive quotations and other particulars from Canadian firms in a position to export leather of all sorts.

1276. **Leather and skins.**—A firm in Roumania desire to receive quotations and other particulars from Canadian firms in a position to export leather and skins of all kinds.

1277. **Boots and shoes.**—A firm in Roumania are desirous to receive quotations and other particulars from Canadian firms in a position to export boots and shoes.

1278. **Boots and shoes.**—A leading firm in Roumania are desirous to receive quotations and other particulas from Canadian firms in a position to export boots and shoes.

1279. **Boots and shoes.**—A leading firm in Roumania are desirous to receive quotations and other particulars from Canadian firms in a position to export boots and shoes.

1280. **Rubber shoes.**—A leading firm in Roumania are desirous to receive quotations and other particulars from Canadian firms in a position to export rubber boots and shoes.

Miscellaneous Manufactures.

1281. **Flour, potatoes, and fish.**—Havana commission merchant, who has been in the foodstuffs business in Cuba for several years, wishes to establish business relations with Canadian concerns dealing in flour, potatoes, cod and other fish.

1282. **Foodstuffs.**—An important firm in Roumania desire to receive quotations and other particulars from Canadian firms in a position to export all kinds of fresh or canned foodstuffs.

1283. **Feeds, flour, and gypsum.**—Havana commission merchant with good financial backing wishes agencies for Canadian hay, oats, flour, gypsum, and foodstuffs in general.

1284. **Textiles.**—A firm in Roumania desire to receive quotations and other particulars from Canadian firms in a position to export all kinds of textiles.

1285. **Furs.**—A leading Roumanian firm are desirous to receive quotations and other particulars from Canadian firms in a position to export furs of all kinds.

1286. **Drugs and chemicals.**—A firm in Roumania desire to receive quotations and other particulars from Canadian firms in a position to export drugs and chemicals.

1287. **Ink.**—A company in Tientsin, North China, ask for quotations for ink.

1288. **Furniture.**—A London firm wish to secure the exclusive buying agency of Canadian manufacturers of domestic and office furniture of all kinds, but more particularly chairs.

1289. **Iron.**—A firm in Roumania desire to receive quotations and other particulars from Canadian firms in a position to export iron.

1290. **Miscellaneous manufactures.**—A young Brazilian firm of general import agents in Rio de Janeiro wish to hear from manufacturers and exporters of paints and varnishes, motor cars, lorries and accessories, pumps (centrifugal, etc.), electrical equipment, machine tools, shelf hardware, brass goods, saw-mill machinery, dairy equipment, shovels and tools, bicycles.

1291. **Miscellaneous manufactures.**—A Brazilian firm of general importers in Rio de Janeiro wish to import agricultural machinery, metal-working machinery, hardware of all kinds, copper and brass sheets, bars and pipes, lubricating oil, paints and varnishes, and textiles from Canada.

Representation Abroad.

1292. **Representation in Brazil.**—A prominent firm of English commission merchants in Sao Paulo, Brazil, wish to hear from first-class general export houses in Canada regarding their representation in Brazil.

1293. **Representation in South Africa.**—A firm of commission brokers in Cape Town, South Africa, wish to act as agents for Canadian firms who wish to export to South Africa.

1294. **Representation in Roumania.**—A leading firm in Roumania desire to receive the representation of Canadian firms desirous to export leather, boots and shoes, and furs into Roumania.

1295. **Representation in Roumania.**—A leading firm in Roumania are desirous to receive quotations and other particulars from Canadian firms in a position to export all kinds of goods demanded in Roumania.

1296. **Representation in Roumania.**—A leading firm in Roumania, with good references, are desirous to receive the representation of Canadian firms in a position to export boots and shoes.

1297. **Representation in Roumania.**—An important firm in Roumania, with important references, desire to receive the representation of Canadian firms in a position to export all kinds of foodstuffs to Roumania.

1298. **Representation in Roumania.**—A leading firm in Roumania, with high-class references, desire to receive the representation of Canadian firms in a position to export boots and shoes into Roumania.

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

45. **R.S.**—Demobilized soldier just returned after four years' overseas service, aged twenty-three, desire to get in touch with party proceeding to England and France, to act as assistant salesman with some Canadian agencies. Has pleasing personality and thoroughly acquainted with England and France.

46. **R.S.**—A returned Canadian officer who held a commission in the R.F.C. and R.A.F. and spent five years overseas desires to represent two or three Canadian manufacturers on a commission basis. Before the war he was a commercial traveller for five years. Good connections in England. Willing to work hard to establish lines handled and is prepared to sail immediately arrangements are completed.

47. **R.S.**—A returned soldier who previous to four years' service in the war was engaged in the retail lumber business in New Brunswick for eighteen years desires to take up Canadian agencies in Europe. He is prepared to work on a commission basis and to go abroad at his own expense.

48-49 **R.S.**—Two young men who were in service overseas have just arrived in Canada from the West Indies and seek employment with firms as buyers or sellers of products in the British West Indies. They have a good knowledge of the customs and trade of the islands.

50. **R.S.**—A Canadian field officer, at present holding important Government appointment, possessing English and Canadian legal qualifications, and with fifteen years' business experience, desires a position in Japan, Hong Kong, or other place of warmer climate, as representative or manager (on a salary basis) of some business corporation. Has had considerable experience in organization and administration and handling of a large staff. Will supply excellent references.

51. **R.S.**—A Canadian who served in the French army from 1914 to 1919 proposes to return to Europe and would like to represent Canadian manufacturers in France and Belgium.

52. **R.S.**—A Canadian who saw four years' service overseas with the Canadian forces and has recently returned from Canada to England is desirous of being brought in touch with Canadian manufacturers who are looking for representation in the British Isles and France. He has excellent connections both in England and France, and would like to handle general lines. References.

53. **R.S.**—Canadian officer (four years' active service), university graduate, with good address, good knowledge of Danish, German, and French languages, and with family connections in highest business circles in Denmark, desires position representing firm of Canadian exporters in Scandinavian countries.

54. **R.S.**—Two returned soldiers having good connections with Poland wish to act as resident agents for Canadian firms. They have at present a representative in

Warsaw, Poland, who is anxious to obtain celluloid specialties, also elastic used in the manufacture of men's suspenders and ladies' garters. Samples in all colours requested with quotations.

55. R.S.—A Canadian lawyer of Scottish descent, speaking and writing fluent French and with a good working knowledge of Russian, special knowledge of law and finance, and very considerable executive experience, seeks a position as commercial representative. Prepared to go abroad immediately provided that salary and conditions are satisfactory.

56. R.S.—A Canadian who served in France is about to take a business trip, during which he will visit England, France, and probably Switzerland, Spain, and Italy, and then proceed to North Africa and South Africa. He would like to represent Canadian manufacturing firms. He has had experience in selling engineering machinery, building supplies, etc., and would prefer to represent that class of manufacturers, but is willing to undertake any commission.

57. R.S.—Ex-naval officer (Accountant Branch), full war service, seventeen years resident in Canada, with banking experience, visiting London on business early in May, and would be glad to execute commissions of any kind that will bear the closest investigation.

58. R.S.—Returned officer, single, desires to represent Canadian manufacturer in Italy, from whence he has recently returned. Speaks Italian and French, and is conversant with Italian trade and customs.

59. R.S.—A returned business man, aged 43, very active, who qualified for a commission with staff duties, from the ranks, with over three years' service in Canada, England, and France, C.E.F., will entertain proposals for agency proposals. Now established as manufacturers' agent for foreign and domestic markets, general importing and exporting. His business training covers over twenty years' experience with representative concerns in New York city, Pittsburg, and elsewhere. He has thorough working knowledge of import and export technique, gained by operations from the ports of New York, Vancouver, and Victoria. Particularly desires Eastern Canadian connections in machinery and metal products for sale in British Columbia or as manufacturers' export agent at Pacific seaboard. Can also use desirable connections in the Far East to mutual advantage.

60. R.S.—A Canadian who served four years overseas is at present acting as travelling salesman for a wholesale stationery company in Canada, but proposes to leave shortly for London, England, with the intention of opening up an agency there. He would like to get into communication with Canadian manufacturers who require representation.

61. R.S.—Ex-officer, graduate of McGill University in arts and law, with extensive experience in mortgage, land, and insurance organization, good linguist, with knowledge of Spanish and Portuguese, wishes to go to South America as representative of export firms.

62. R.S.—Two returned soldiers who are carrying on a commission business in New Westminster, B.C., would like to secure agencies for Canadian manufactures. They are especially interesting in woodworking industries.

63. R.S.—A returned soldier well acquainted with wholesale shipping and manufacturing firms in the United Kingdom, where he was a manufacturers' agent prior to 1912, proposes establishing in the United Kingdom an agency for Canadian goods. He has financial backing to the extent of $50,000, and has arranged for some Canadian agencies, but wishes to secure additional agencies for both manufactured goods and food products.

64. R.S.—Returned soldier, good business training, well connected in Scotland, holding teacher's certificate in Scotland and possessing tact, fluency, and executive ability, desires to represent manufacturer in British Empire. Unmarried.

65. R.S.—Returned soldier, Belgian born, formerly employed as interpreter on headquarters staff, intends visiting Europe on business. Would undertake commissions or the selling of goods on a commission basis. Speaks four languages fluently, and will cover seven countries on his trip.

PROPOSED SAILINGS FROM CANADIAN PORTS.*

Subject to change without notice.

From Quebec.

To Liverpool.—*Empress of France,* C.P.O.S. Line, about July 14.

From Montreal.

To Liverpool.—*Canada,* White Star-Dominion Line, about July 17; *Canadian Ranger,* Canadian Government Merchant Marine, Limited, about July 21; *Megantic,* White Star-Dominion Line, about July 24; *Dominion,* White Star-Dominion Line, about July 31.

To London.—*Lowland,* Cunard Line, about July 14; *Venusia,* Cunard Line, about July 17; *Bothwell,* C.P.O.S. Line, about July 21; *Indianola,* Cunard Line, about July 28; *Mottisfont,* C.P.O.S. Line, about July 30.

To Glasgow.—*Canadian Settler,* Canadian Government Merchant Marine, Ltd., about July 15; *Saturnia,* Anchor-Donaldson Line, about July 17; *Montcalm,* C.P.O S. Line, about July 23; *Sicilian,* C.P.O.S. Line, about July 28; *Cabotia,* Anchor-Donaldson Line, about July 30; *Canadian Hunter,* Canadian Government Merchant Marine, Ltd., about August 10.

To Avonmouth Dock (Bristol).—*Turcoman,* Dominion Line, about July 17; *Montcalm,* C.P.O.S. Line, about July 23.

To Manchester.—*Manchester Brigade,* Manchester Liners, about July 15; *Manchester Hero,* Manchester Liners, about July 22; *Manchester Mariner,* Manchester Liners, about August 5.

To Swansea and Cardiff.—*Canadian Hunter,* Canadian Government Merchant Marine, Ltd., about July 20.

To Leith.—*Cairngowan,* Thomson Line, about July 13.

To Newcastle-on-Tyne.—*Cairndhu,* Thomson Line, about July 20.

To Hull.—*Mendip Range,* Furness Line, about July 17; *Maplemore,* Furness Line, about July 18.

To Belfast.—*Melmore Head,* Head Line, about July 18.

To Antwerp.—*Grampian Range,* C.P.O.S.-Furness Line, about July 15; *Bothwell,* C.P.O.S. Line, about July 21; *Scandinavian,* C.P.O.S. Line, about July 23; *Mottisfont,* C.P.O.S. Line, about July 30.

To Rotterdam.—*Fanad Head,* Head Line, about August 5.

To Havre.—*Kamarima,* Fracanda Line (Canada Steamship Lines, Ltd., general agents), about July 19; *Bothwell,* C.P.O.S. Line, about July 21; *Mottisfont,* C.P.O.S. Line, about July 30.

To Bordeaux.—*Mississippi,* Fracanda Line (Canada Steamship Lines, Limited, general agents), about July 16.

To St. Nazaire.—*Cape Corso,* Marine Navigation Co., about July 25.

To India, Ceylon, Sumatra, and Java.—*Katuna,* Ellerman Bucknalls, about July 31; *Canadian Pioneer,* Canadian Government Merchant Marine, Ltd., about August 25.

To Port Said, Suez, Aden, Suda, Bombay, Colombo, Karachi, Madras, Rangoon, Singapore, Samarang, and Surabaya.—*Hellenic,* Houston Line, about July 17.

To South Africa (Cape Town, Port Elizabeth, East London, Durban, and Delagoa Bay.)—*New Mexico,* Elder-Dempster Line, about July 15; *New Brooklyn,* Elder-Dempster Line, about July 30.

To Australian Ports.—*Kaikowra,* New Zealand Shipping Company, about July 25.

**These sailings are not complete, but are compiled from lists of prospective sailings supplied by shipping companies.*

To WEST AFRICAN PORTS (Dakar, Sierra Leone, Seccondi, Cape Coast Castle, Accra, Lagos, etc.).—*Bassan*, Elder-Dempster Line, about July 15.

To RIO DE JANEIRO (BRAZIL), MONTEVIDEO, AND BUENOS AIRES.—*Canadian Victor*, Canadian Government Merchant Marine, Limited, about July 15.

To BARBADOS, TRINIDAD, AND DEMERARA.—*Canadian Farmer*, Canadian Government Merchant Marine, Ltd., about about July 14.

To BARBADOS, TRINIDAD, AND DEMERARA, CALLING AT MARTINIQUE.—*Canadian Beaver*, Canadian Government Merchant Marine, Ltd., about July 28.

To ST. JOHN'S, NFLD.—*Mapledene*, Canada Steamship Lines, about July 15; *Canadian Miner*, Canadian Government Merchant Marine, Ltd., about August 3.

From St. John.

To BARBADOS, TRINIDAD, DEMERARA, AND BRITISH WEST INDIES.—*Chaudiere*, Royal Mail Steam Packet Co., about July 25.

From Halifax.

To LIVERPOOL.—*Canadian Aviator*, Canadian Government Merchant Marine, Ltd., about July 25.

To LONDON.—*Kanawha*, Furness, Withy and Co., about July 14.

To BRITISH WEST INDIES.—*Caraquet*, Royal Mail Steam Packet Company, about July 23.

From Victoria, B.C.

To YOKOHAMA, KOBE, HONG KONG, AND MANILA.—*Protesilaus*, Blue Funnel Line, about July 15; *Tyndareus*, Blue Funnel Line, about August 20.

From Vancouver, B.C.

To AUSTRALIA AND NEW ZEALAND.—*Canadian Importer*, Canadian Government Merchant Marine, Limited, about July 15; *Niagara*, Canadian-Australian Royal Mail Line, about July 21; *Waimarino*, Canadian Australian Line, about August 8; *Wairima*, Canadian Australian Line, about August 16.

To YOKOHAMA, KOBE, HONG KONG, AND MANILA.—*Tyndareus*, Blue Funnel Line, about August 8.

To YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, MANILA, AND HONG KONG.—*Empress of Russia*, C.P.O.S., about July 29.

To YOKOHAMA, KOBE, AND NAGASAKI.—*Heimie Maru*, Transoceanic Company, late July.

To SHANGHAI, HONG KONG, MANILA, AND SINGAPORE.—*Melville Dollar*, Canadian Robert Dollar Company, about July 25; *Harold Dollar*, Canadian Robert Dollar Company, about August 10.

To YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, AND HONG KONG.—*Mattawa*, C.P.O.S., about August 5.

The Commercial Intelligence Service.

The purpose of the Commercial Intelligence Service is to promote the sale of Canadian products abroad and to provide Canadian Manufacturers and exporters with information regarding trade conditions and opportunities in countries in which Canadian goods are likely to find a market.

The Department gathers, compiles and publishes in the Weekly Bulletin and supplements thereto a large volume of useful commercial information. Persons desiring it and interested in Canadian production or export may have their names placed on the regular mailing list on application to the Department of Trade and Commerce, Ottawa. There is no subscription to the Weekly Bulletin but its circulation is strictly confined to Canada.

The Department invites correspondence from Canadian manufacturers and exporters upon all trade matters.

SPARE PUBLICATIONS.

The Department of Trade and Commerce has on hand at present spare copies of a considerable number of publications which it would be glad to forward to any one in Canada desiring them, without charge, so long as the supply lasts. In some cases only single copies are available. Applications from libraries, universities, boards of trade or similar organizations will be given the preference. Applications should be addressed to "The Supplies Branch, Department of Trade and Commerce, Ottawa."

The demand for the spare publications heretofore listed has been very great and the supply in many cases exhausted within a day or so of the publication of the *Weekly Bulletin*.

Correspondents should confine their applications solely to the list given below. If other publications are desired a separate letter should be written.

Annuaire du Canada, 1910.
Canada Grain Act, with Amendments, 1912.
Canadian Economic Commission to Siberia, 1919.
Census of Canada, 1890-91, Vol. 3; 1890-91, Vol. 4; 1901, Vol. 1; Population, 1901, Vol. 3; 1911, Vol. 2, Religious Origins.
Census of the Northwest, 1885.
Census of the Northwest Provinces, Population and Agriculture, 1906.
Census of Statistics Monthly, Vols. 7 and 8, 1914-15; Vols. 9 and 10, 1915-16.
China and Japan, 1914.
Chinese Markets for Canadian Products, 1919.
Coal Fields of Nova Scotia, 1909.
Dominion Elections Act, 1917.
Final Report of the Fuel Controller, 1919.
German War and its Relation to Canadian Trade, 1914.
Grain Inspection in Canada, 1914.
Handbook for Export to South America, 1915.
Imperial Year Book, 1917-18.
Jubilee of Confederation, 1917. (English and French.)
List of Licensed Elevators and Warehouses, 1919.
Report of the Board of Grain Commissioners for Canada, 1917, 1918.
Report on the Need for the Suppression of the Opium Traffic in Casada, 1908.
Royal Commission on Grain Trade in Canada, 1906.
Royal Commission on a Dispute between the Bell Telephone Company and Operators at Toronto, 1907.
Russian Trade, 1916.
Special Trade Commission to Great Britain, France, and Italy, 1916.
The Royal Commission re the Alleged Employment of Aliens by the Père Marquette Railway in Canada, 1905.
Timber Export Trade of Australia, 1917.
Canadian Economic Commission to Siberia, 1919.
Trade after the War, 1916.
Trade with South China, 1919.
Trial Shipments of Buckwheat via Panama Canal to the United Kingdom, 1918.
Wholesale Prices of Canada, 1890-1909, 1910.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. ***Cable Address, Canadian.***

Brazil.

G. B. Johnson, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rua Gonçalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. ***Cable Address, Canadian.***

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. ***Cable Address, Cancoma.***

Cuba.

H. A. Chisholm, Canadian Government Trade Commissioner, 501 and 502, Teniente Rey 11, Havana. Casa de Correos—Apartado 1290. ***Cable Address, Cantracom.***

France.

Hercule Barré, Canadian Government, Trade Commissioner, 17 and 19 Boulevard des Capucines, Paris. ***Cable Address, Stadacona.***

Holland and Belgium.

A. Stuart Bleakney, Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

India.

H. R. Poussette, Canadian Government Trade Commissioner, c/o H. M. Trade Commissioner, McLeod House, Dalhousie Square, Calcutta.

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, vie Carlo Cattaneo, 2, Milan. ***Cable Address, Canadian.***

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; office 50-B Main street, Yokohama. ***Cable Address, Canadian.***

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. ***Cable Address, Canadian.***

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. ***Cable Address, Canadian.***

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Westminster House, Cape Town. *Cable Address, Cantraccm.*

South Eastern Europe.

L. D. Wilgress, Canadian Government Trade Commissioner, Athenee Palace Hotel, Bucharest. *Cable Address, Canadian.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commisioner, 73 Basinghall street, London, E. C. 2, England. ***Cable Address, Sleighing, London.***

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. ***Cable Address, Cantracom.***

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs, 31 North John street, Liverpool. ***Cable Address, Cantracom.***

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. ***Cable Address, Canadian.***

J. Vernon McKenzie, Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. ***Cable Address, Cantracom.***

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. ***Cable Address, Sontums.***

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. ***Cable Address, Canadian.***

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

W. C. Noxon, Director, Overseas Trade Branch of the Department of Trade and Commerce, 1 Regent Street, S.W. 1, Eng. *Cable Address, Canmission.*

United States.

John A. Cooper, Director Dominion Bureau of Information, 1463 Broadway, New York City.

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:
Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:
Valparaiso, British Consul General.

Colombia:
Bogota, British Consul General.

Ecuador:
Quito, British Consul General.
Guayaquil, British Consul.

Egypt:
Alexandria, British Consul General.

France:
Havre, British Consul General.
Marseilles, British Consul General.

India:
Calcutta. Director General of Commercial Intelligence.

Italy:
Genoa, British Consul General.
Milan, British Consul.

Mexico:
Mexico, British Consul General.

Netherlands:
Amsterdam, British Consul.

Panama:
Colon, British Consul.
Panama, British Vice-Consul.

Peru:
Lima, British Vice-Consul.

Portugal:
Lisbon, British Consul.

Spain:
Barcelona, British Consul General.
Madrid, British Consul.

Sweden:
Stockholm, British Consul.

Switzerland:
Geneva, British Consul.

Uruguay:
Monte Video, British Vice-Consul.

Venezuela:
Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows: H.M. Trade Commissioner, McLeod House, 28 Dalhousie Square, Calcutta, India, that of the Commissioner for the Straits Settlements is: Mr. A. F. G. Anderson, H.M. Trade Commissioner, Singapore, Straits Settlements.

LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE DEPARTMENT OF TRADE AND COMMERCE.

(Revised to September 15, 1919.)

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report re Mail Subsidies and Steamship Subventions.
Canada and the British West Indies (1915). (Out of print.)
Canada The Country of the Twentieth Century (1915). (Out of print.)
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Report of the Canadian Economic Commission (Siberia), 1919.
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Russian Trade (1916).
Trade of South China (1919).
Trade with China and Japan (1914).
Timber Import Trade of Australia (1917).
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Toy Making in Canada (1916).
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

BUREAU OF STATISTICS PUBLICATIONS.

Annual Report of the Trade of Canada.
Annual Report on the Coal Trade of Canada (1918).
Annual Report on the Grain Trade of Canada.
Beet Sugar Industry (The), (1908).
Canada Year Book (The), (Annual).
Criminal Statistics (Annual).
Directory of the Chemical Industries in Canada (1919).
Monthly Bulletin of Agricultural Statistics.
Monthly Coal Statistics.
Monthly Cold Storage Statistics.
Monthly Report of the Trade of Canada.
Report of the Fifth Census of Canada:
- Vol. I. 1912, Areas and Population by Provinces, Districts and Sub-districts, with introductions, etc. (Out of print.)
- Vol. II, 1913, Religions, Origins, Birthplace, Citizenship etc.
- Vol. III, 1913, Manufactures, 1911.
- Vol. IV, 1914, Agriculture, 1911 (Out of print.)
- Vol. V, 1915, Forest, Fishery, Fur, etc.
- Vol. VI, 1915, Occupations.

Report on the Census of Industry, 1917:
- Part I. Agricultural Statistics.
- Part II. Dairy Factories.
- Part III. Fisheries.
- Part IV. Section I, Lumber, Lath, Shingles, etc.
- Part IV, Section II, Pulp and Paper.
- Other parts in preparation.

Report of Census of Prairie Provinces (Population and Agriculture), 1916.
Report of Conference on Vital Statistics, June, 1918.
Report of Postal Census of Manufactures, 1916.
Special Report on Foreign Born Population.

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Commercial Intelligence

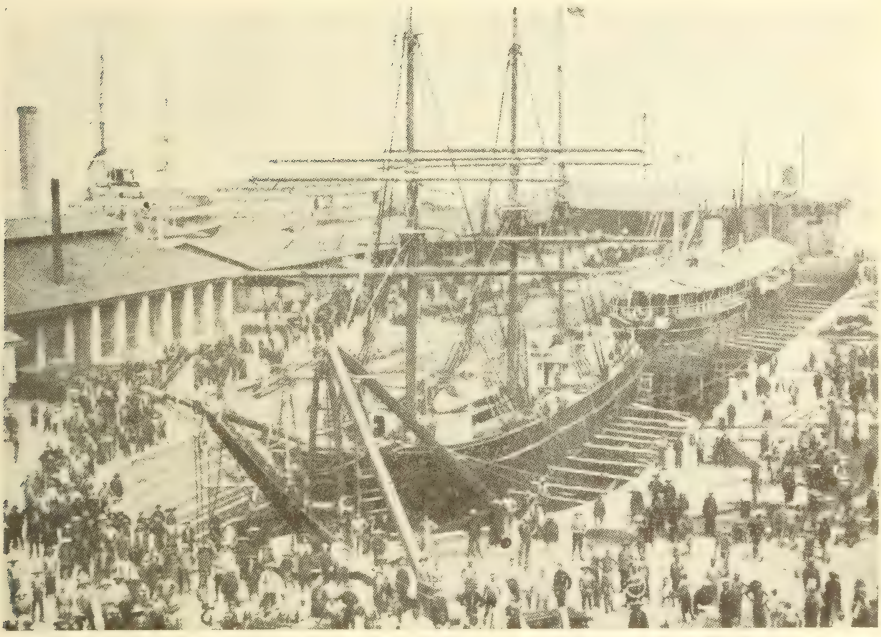
VOL. XXIII. JULY 19, 1920 No. 859

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



Tanjong Pagar Dock at Singapore. (*See* page 175.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(*Minister of Trade and Commerce.*)

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa. Monday, July 19, 1920. No. 859.

OPPORTUNITIES FOR CANADIAN PIANOS IN UNITED KINGDOM.

TRADE COMMISSIONER J. VERNON MCKENZIE.

Glasgow, June 29, 1920.—Canadian manufacturers of pianos, and medium-priced to low-priced gramophones, have a good opportunity to sell their products in the United Kingdom.

One leading British piano-importing house, with head office in Scotland, will handle a considerable number of Canadian-made pianos during the present year, and in conversation recently with one of the owners of the business, he stated to the Trade Commissioner that he had met buyers from all over the world during the past fortnight, who could "absorb" at least 2,000 Canadian pianos if they could be guaranteed deliveries at the prices prevailing at present. Of course, to secure all this business early delivery would be advantageous, but there would be a good chance to secure a considerable proportion even by deliveries some months or a year hence, if only a specific date for the delivery of, say, 50, 100 or 500 pianos could be settled upon and rigidly adhered to and the price guaranteed.

It is interesting to note that the British importer referred to got in touch with these piano buyers during the past fortnight at the Canadian Indusries Fair which was held in London, June 7 to 19. He met there buyers from nearly all the British colonies and other British Dominions, and also from a few foreign countries, Greece in particular. The Greek firm does not ask for credits, but is prepared to pay c.o.d., and even willing in case of early deliveries to arrange a credit in London

This importer points out that Canadian manufacturers are not likely to come into direct contact with a large number of these potential customers unless they meet them in the United Kingdom; and these buyers in the majority of cases have not thought of looking to Canada as a source of supply.

NO PREJUDICE AGAINST GERMAN PIANOS.

Canadian pianos sold in Scotland are now commencing again to meet with German competition, and this probably holds good for the rest of the United Kingdom, although my data apart from my own territory are necessarily not too exact. Before the war German pianos were very largely sold on this market, and had a high reputation for quality. At the present time there appears to be but very little prejudice against the resumption of the German piano trade. Retailers report that their customers are often quite keen to get German models in preference to Scottish, English, or Canadian.

One of the leading German firms at present placing their products on this market is Ernst Kaps, of Dresden, who has been in the piano manufacturing and exporting business since 1858. His circular issued to the piano trade is apparently being sent broadcast throughout the civilized world, and a copy which has reached the office of the Trade Commissioner for Glasgow is an example of good advertising which might well be followed by Canadian exporters of other lines as well as pianos. This sheet shows seven cuts of very handsome models, and they are much more in accordance with British design than practically all Canadian pianos. Under each model the size, the wood, and the nature of the finish is given in four languages—German, French, Spanish, and English. At the bottom of the sheet appears this paragraph in English:—

"All grand and upright pianos are overstrung, have 7¼ octaves from A to C^4, finest ivory keys, gold enamelled iron frame, metal wrest plank, patent check-action, etc. Slight variations from the drawings are reserved. Copyrighted."

This paragraph appears at the top of the sheet in German, in French on the left, and in Spanish on the right.

MODELS SHOULD CATER TO SCOTTISH AND ENGLISH PREFERENCES.

One particular difference between German and English pianos on the one hand, and Canadian pianos on the other, is that the former have that part of the wooden frame at each end of the keys rounded, while the Canadian-made pianos—at least those that are being sent to this country—are squared. In addition, a study of seven cuts as shown in Kaps' advertisement to the trade, will show that the panelling is much more artistic than seen in many Canadian-made pianos. It may be mentioned that this piano is being sold here at just about the same price as Canadian pianos of similar quality, though how long it will be before this price is lowered when the Germans reach a larger production and get back more closely to a pre-war basis, cannot be foretold.

Piano importers urge very strongly that Canadians take note of certain points in German as well as English piano models, and in order to build up a large and permanent trade in this way, adopt whatever the buyer here demands or prefers.

It may be mentioned here that 300 Canadian pianos from one firm will, in all likelihood, be imported into Scotland during 1920. The Canadian makers manufacturing this piano have very wisely allotted a percentage of their factory output to this territory, and are rapidly adhering to this plan, despite temptations which may arise owing to any demands from the Canadian piano-buying public. The representative of another well-known Canadian piano company recently made a business tour throughout several of the leading Scottish cities, and reports that he was able to place pianos very readily with Scotch retailers, their only complaint being that they could not get larger deliveries.

SHOULD NOT BE PRICED TOO HIGH.

It seems to be the consensus of the opinion of the trade that the pianos which can be sold here to the best advantage should be placed on the retail market at about £115, or considerably less if possible. A Canadian exporter of gramophones recently showed to the trade here a large number of very artistic models running from £35 or £40 to more than £100. He has been very widely informed that the best selling models should be from £40 down to about £25 for cabinet machines. Table models are much cheaper and more popular.

INVOICE REQUIREMENTS, DECLARATIONS OF ORIGIN, ETC., OF OTHER COUNTRIES.

The United Kingdom.

CHIEF UNITED KINGDOM TRADE COMMISSIONER HARRISON WATSON.

(1) GOODS NOT LIABLE TO ANY CUSTOMS DUTY ON IMPORTATION INTO THE UNITED KINGDOM.

The importer in the United Kingdom must make entry of all goods with the customs, in a prescribed form, giving particulars of the importing ship, and the description, quantity, and value of the goods, etc. Except, however, in the special cases mentioned below, the importer is not, in the ordinary course, required to produce any documents; the Customs have power, if they deem it necessary, to call for invoices, bills of lading, and other documents in any case, but this power is not exercised in ordinary circumstances.

(2) GOODS LIABLE TO DUTY (OTHER THAN (3) SPIRITS, AND (4) GOODS LIABLE TO AD VALOREM DUTIES, AND CINEMATOGRAPH FILMS).

2. (*a*) If admission of the goods is not sought at the preferential rates of duty, on the ground that they are consigned from, and grown, produced or manufactured in, the British Empire, the foregoing conditions apply, and no documents are ordinarily required besides the entry.

2. (*b*) If preference is claimed, the importer must produce with, and in addition to, his entry, a certificate of origin in a prescribed form, issued by the British over seas grower, producer, supplier, or manufacturer, with a further certificate from the actual exporter if he does not give the principal certificate. The requirements are set out in paragraph 7 of "Notice No. 27" (copy of which may be obtained on application to the Department of Trade and Commerce, Ottawa).

(3) SPIRITS.

The conditions set out at 2 (*a*) and 2 (*b*) apply respectively according as preference is not, or is, claimed. A certificate of age of the spirits, issued by a Canadian revenue official and bearing his official stamp, is accepted for the purpose of determining the question of their eligibility for delivery for consumption in the United Kingdom and their liability to the hgher rates of duty in respect of immaturity. In the absence of this certificate the age of the spirits is dated from the arrival of the importing ship.

(4) GOODS LIABLE TO AD VALOREM DUTIES, AND CINEMATOGRAPH FILMS.

(*a*) The importer must in every case produce with the entry the invoice showing the description, the quantity (in the case of cinematograph films the length) and the value (i.e., the price paid to the supplier) of the goods. In the case of goods liable to ad valorem duties, he must also produce the bill of lading, insurance policy and any other relative documents, as evidence of the expenses of freight and insurance of the goods to the port of arrival in the United Kingdom. (If freight and insurance are paid by the supplier and charged in the price for the goods, a certificate to that effect may be given by the supplier on the invoice.)

(*b*) If Preference is claimed, the requirements respecting certificates of origin (shown at 2 (*b*)) apply, in addition to the above.

GOODS IMPORTED BY THE PARCEL POST.

In the case of post parcel importations of goods not liable to duty, or of dutiable goods other than goods liable to the ad valorem duties and cinematograph films, no entry is required from the importer (addressee), the duty chargeable (if any) being collected from him by the postal officials when they deliver the parcel to him. Goods liable to the ad valorem duties and cinematograph films must be entered by the addressee with the Customs, and the requirements set out at A (4*a*) apply. (The importation of saccharin by parcel post is prohibited.)

If the Preference is claimed, the proper certificate of origin must be forthcoming, in accordance with the rules explained at 2 (*b*), except as regards parcels which fulfil the following conditions:—

(*a*) they must contain dutiable goods other than manufactured tobacco, refined sugar, syrup, molasses, and other extracts of sugar;

(*b*) the contents must not be merchandize for sale;

(*c*) the parcels for any one addressee by any one mail must not exceed £10 in value.

In the case of parcels fulfilling these three conditions, a short form of certificate of origin will be accepted. The short form is shown in paragraph 11 of Notice No. 27.

Certificates of origin for goods imported by parcel post should be enclosed in the parcels.

PROVISIONS OF THE MERCHANDISE MARKS ACT RELATING TO IMPORTED GOODS.

So far as concerns these provisions, imported goods fall into three main categories:—

(*a*) Goods which bear no marks at all.

These goods are not required to be marked with any indication of the country of their manufacture or production.

(*b*) Goods which bear any name or trade mark, being, or purporting to be, the name or trade mark of a manufacturer, dealer or trader in the United Kingdom.

These goods are required to be marked with a definite statement as to the country of their manufacture or production, e.g., "Made in Canada," "Produce of Canada." Failure to comply with this requirement renders the goods liable to forfeiture on importation.

(*c*) Goods which bear any false description, statement or other indication, direct or indirect, as to:—

(1) the material of which they are made;

(2) the mode or place of their manufacture or production;

(3) their number, quantity, weight, etc.;

(4) their being the subject of an existing patent, privilege or copyright.

These goods are liable to forfeiture on importation.

Marks borne on coverings, wrappers, cartons, etc., are regarded as if applied to the goods themselves.

As regards watches, any mark on the case is deemed to extend to the watch. If therefore a watch-case is made in this country, and bears any statement or indication of such origin (as, for instance, a British assay mark), and the watch itself is made in Switzerland, then there must appear either

(*a*) in close proximity to the assay mark a conspicuous statement that the watch is of foreign make; or

(*b*) on the dial and also on the top or bottom plate of the movement, visible between the bridges, an indelible statement or indication that the watch is of Swiss origin.

All qualifying statements or indications must be distinct, in equally conspicuous and indelible characters with, and in close proximity to, the marks they are intended to qualify.

Marks on samples or patterns, whether of British or foreign manufacture, are not required to be accompanied by any qualification, provided such samples or patterns are valueless in themselves, do not form whole or complete articles, and can be readily distinguished as samples or patterns.

REGULATIONS AFFECTING EXPORTS IN THE SERB-CROAT-SLOVENE KINGDOM.

(*British Board of Trade Journal*).

A decision of the Minister of Finance of the Kingdom of the Serbs, Croats, and Slovenes, dated 28th April, notifies that the export of goods abroad can only be effected for the following foreign currencies:—American dollars, English pounds, Swiss, French or Belgian francs, Spanish pesetas, Dutch florins, Italian lire, and Greek drachmae. These foreign values can only be deposited in cheques, except in the case of notes of 1,000 French francs. By way of exception, the export of "pekmez" and dry prunes is permitted for dinars, German marks, and Czecho-Slovak kronen.

COMMERCIAL NOTES FROM ITALY.

Trade Commissioner W. McL. Clarke.

The Italian Sugar Production, 1919.

Milan, June 14, 1920.—The Italian sugar production for 1919 amounted to 1,704,663 quintals, 35 refineries being in operation. The following analysis shows the chief centres of manufacture, together with the quantities produced:—

Chief Centres.	Refineries, No.	Production, Quintals.
Emilia and Romagna	18	938,658
Lombardy and Venetia	10	615,081
Marche and Umbria	2	35,551
Tuscany	2	45,364
Abbruzzo	1	37,218
Piedmont	1	19,559
Campania	1	13,232
Total	35	1,704,663

Italian Mercantile Marine.

The tonnage of the Italian mercantile marine at the close of 1919 amounted to 1,750,283 tons distributed among 495 ships. Of this number 19 (with a tonnage of 105,362) were constructed in Italy during the year and 87 (with a tonnage of 347,124) either purchased abroad or salvaged. Thus the increase for 1919 totalled 106 ships of 452,486 tons.

There are at present under construction in Italy 31 vessels of 236,717 tons which will be launched during the first six months of the current year, while 51 vessels of 297,220 tons are already purchased abroad for delivery during the first six months of 1920. It is estimated therefore that at the end of June, 1920, Italy will have a merchant marine of 577 vessels with a total tonnage of 2,284,220 tons.

The Port of Genoa.

The number of ships arriving at Genoa during the year 1919 amounted to 3,320 (net tonnage 4,178,354), or 7 more than in 1918, although with a less net tonnage by 400,345. The number of departures totalled 3,268 (net tonnage 4,136,191), or 102 more than in the preceding year, although the net tonnage was 203,709 less. Thus the total movement for 1919 amounted to 6,588 vessels (net tonnage 8,314,415), or 109 ships more than in 1918. Although the total net tonnage of arrivals and departures fell off by 604,054, the cargo discharged at Genoa amounted to 5,205,225 tons, while that loaded at Genoa totalled 434,334 tons, an increase for 1919 over 1918 of 652,310 tons for cargo discharged and of 130,719 tons for cargo loaded. Thus the total movement of tonnage in the port was 5,639,559, or 783,029 tons more than in 1918.

Among the goods imported at Genoa may be noted the following with the increase or decrease over or from 1918:—

Commodities.	Tonnage Imported, 1919.	Increase or Decrease Compared with 1918.
Coal	2,018,194	+ 891,813
Wheat	721,223	+ 218,099
Maize	116,919	+ 12,631
Oats	90,389	— 46,381
Other cereals	193,038	— 100,054
Cotton	147,043	+ 75,967
Jute	12,759	+ 5,323
Wool	40,337	+ 9,116
Silk and silk waste	1,046	+ 629
Silkworms	430	+ 387

GOODS IMPORTED AT GENOA.—*Continued.*

Commodities.	Tonnage Imported, 1919.	Increase or Decrease Compared with 1918.
Hides and skins	16,563	— 18,508
Iron and steel unmanufactured and scrap	31,667	— 8,341
Iron semi-manufactured	172,389	+ 86,504
Lead	3,336	— 53,987
Tin	2,600	— 8,906
Zinc	10,541	+ 431
Copper	37,945	— 22,457
Other minerals	8,928	— 4,655
Metals manufactured and semi-manufactured	219,099	— 398,855
Machinery	70,365	— 19,659
Salt	83,406	+ 16,177
Phosphates	58,167	+ 53,925
Nitrate of soda	.....	— 47,962
Chemicals	28,812	— 44,895
Soda	10,271	— 6,459
Fats	33,129	+ 16,376
Paraffin	7,484	— 6,778
Mineral oils	76,576	— 42,517
Petroleum	16,336	+ 2,379
Lumber for construction	57,851	+ 31,563
Wood-pulp	32,40	+ 26,134
Tanning extracts	20,128	— 4,112
Rubber	8,780	+ 1,705
Asbestos	2,256	— 1,137
Oil seeds	64,700	+ 53,560
Frozen meat and refrigerated products	118,901	— 64,180
Dried and salted fish	82,798	+ 31,469
Foreign wines	48,382	+ 47,256
Various food products	57,257	+ 9,578
Vegetables	20,550	— 16,732
Coffee	12,622	— 54,735
Cocoa	9,920	+ 4,875
Sugar	71,715	+ 34,868
Cattle	567	+ 93

The products passing through Genoa for Switzerland in 1919 amounted to 587,716 tons, of which 78,859 tons were coal, 340,058 tons cereals, 16,469 tons cotton, and 93,883 tons food products.

Italy's Cotton Industry.

From 1876 to the year 1900 considerable progress was made in Italy's cotton industry. For example, the number of spindles increased from 765,000 to more than 2,100,000, while the looms tripled in number. More remarkable, however, is the development which took place since 1900. The importation of raw material rose from 142,186 tons in 1900-04 to 214,086 tons in 1912; the native spindles increased to 4,582,500 in 1912, the looms to 145,780, and the motor power employed to 225,000. A large number of the cotton manufactories became joint stock companies (the percentage rising from 24 to 66 in the twelve-year period), and the native industry equipped with up-to-date plants purchased in England, Germany, Switzerland or Italy began to compete with and in some cases to win out in the home and foreign markets against the cotton goods from abroad.

The majority of the Italian firms carry on the various branches of the cotton industry in the same establishment or in different localities. The Italian industry for the most part spin 22-44 but there are several plants which spin to the number 80 and a few to 120. Apart from the weaving by machinery there is the weaving on hand looms or the domestic industry which is limited to certain localities and certain qualities, e.g., coverlets, furniture, coverings, tapestries.

The principal poducts of the national looms are dress goods, printed textiles, and bleached and unbleached tissues. There is also an important production of mixed wool and cotton goods and of textiles made of cotton, wool and silk. The Italian yarns are mostly used at home, only about 10 per cent of the production being exported. Special yarns are imported for embroidery and for stockings.

The trade in yarns and textiles in the years preceding the war indicates a decreasing importation of yarns from abroad and an increasing exportation, while the imports and exports of the finished goods were both important. About 60 to 65 per cent of the tissues exported are dyed or coloured, while the imports of printed goods was continually increasing.

In 1913 cotton yarns to the value of 39,000,000 lire were exported principally to Argentina, Asiatic Turkey, Switzerland, European Turkey, Austria, Russia, Egypt, Roumania, Germany, Bulgaria and Brazil.

The exports of cotton tissues in the same year amounted to 184,834,670 lire over against 25,500,000 lire of imports, the chief countries of destination being Argentina, Turkey, British India, Egypt, Dutch East Indies, Eritrea and Greece.

Of Italy's total trade in 1913 her imports of raw cotton and manufactured cotton goods accounted for 10·2 per cent and her exports for 10·68 per cent.

The movement of Italy's cotton trade in yarns and tissues during the war is reflected in the following table:—

Year.	Yarns.		Tissues.	
	Imports.	Exports.	Imports.	Exports.
	(Quintals.)			
1914	9,592	143,694	44,400	388,176
1915	9,150	283,614	31,900	555,160
1916	6,100	262,346	22,750	471,800
1917	5,180	116,490	23,500	298,000
1918	3,858	41,520	73,200	186,300

The Italian prohibitions in exports and the greater home consumption due to war requirements were in no small part responsible for the decrease noted in the foregoing statistics. On the other hand, the quantity of raw cotton imported kept continually falling off after 1916, when 253,666 tons were imported as against 179,442 tons in 1917 and 130,312 tons in 1918. Other factors contributing to the apparent decline of the cotton industry during the war were the irregularity in obtaining raw material and dyes, the reduction in the motor force available for industry, the deficiency of labour owing to the war and to the attractiveness of other occupations with higher wages, and finally the insufficiency of means of transport. Notwithstanding these difficulties the native industry could largely supply the home market and was also able to carry on a considerable exportation, substituting new markets for the eastern markets lost temporarily because of the war.

The Italian cotton industry, very important as it is, suffers however from one or two primary deficiencies which will probably be bettered in the next few years. First there may be pointed out a greater need for specialization which would increase the quantity and improve the quality of production. In the second place is the necessity for greater technical education and for more skilled labour. It has been pointed out, for example, that whereas in Great Britain three to five hands can operate 1,000 spindles and one hand four to five looms, in Italy there is required eight to eleven and two respectively.

The cotton industry in Italy, it may be noted in concluding this short review, is concentrated in northern and central Italy, the province of Lombardy alone turning out 48 per cent of all the cotton yarns produced in Italy and 64 per cent of the cotton piece goods.

A DUTCH INTERNATIONAL CLEARING HOUSE.

It has been announced, says the *British Export Gazette*, that preliminary discussions are taking place between banking and commercial interests in Holland for the establishment in that country of an international clearing house, probably at Amsterdam, together with branch offices in other countries. The object would be the exchange of goods between Holland and countries with whom it has commercial relations without the actual transfer of money. It will be interesting to hear more of this scheme.

TRADE OF ROUMANIA.*

II.

TRADE COMMISSIONER L. D. WILGRESS.

Import Trade of Roumania.

The kind of goods imported into Roumania before the war and the proportion of the total import trade held by Germany and Austria-Hungary can best be indicated by the following table giving the values of the various classes of merchandise imported into Roumania during the year 1913, together with the values of the imports of each class from Germany, Austria-Hungary, Great Britain and the United States. The year 1913 has been chosen as the last complete calendar year of trade before the war, although commerce was deranged to a slight extent by the Second Balkan War which lasted from June 30 to August 10.

VALUES OF PRINCIPAL CLASSES OF GOODS IMPORTED INTO ROUMANIA IN 1913.

Class of Goods.	Total Imports.	Germany.	Austria-Hungary.	Great Britain.	United States
Living animals	$ 990,037	$ 3,370	$ 533,160	$ 449	—
Animal food products	2,035,088	244,125	108,074	12,201	—
Animal non-food products	387,754	97,240	90,189	148,468	—
Leather and leather goods	4,343,261	2,097,878	1,402,262	253,029	$ 50,666
Furs	330,613	284,264	19,571	1,620	—
Wool and woollen goods	6,613,890	2,811,236	1,896,725	861,845	176
Animal substances	502,234	89,831	156,220	22,590	2,199
Silk and silk articles	3,229,517	925,318	629,966	137,043	428
Cereals and derivatives	1,205,342	58,394	79,640	33,521	—
Vegetables and flowers	1,862,162	444,220	410,766	34,661	35
Vegetable oils	909,890	8,719	69,961	7,349	139,831
Spirits	466,487	57,307	15,123	16,462	—
Groceries and fruits	3,091,998	239,440	359,431	45,433	2,895
Sugar and articles containing sugar	584,080	7,609	74,025	8,221	5,738
Timber and wood manufactures	4,605,275	765,475	2,629,558	82,812	14,478
Vegetable textiles	12,980,396	2,618,714	3,434,974	3,712,502	126,997
Articles of apparel	4,342,181	1,039,402	1,683,673	423,362	7,568
Paper	1,484,999	520,375	574,743	31,458	5,737
Celluloid	76,879	23,939	24,862	117	5
Rubber articles	1,862,242	743,862	336,674	77,850	18,620
Mineral waters and salts	300,973	6,332	103,457	195	—
Stone products	1,270,146	527,321	529,063	28,291	5,375
Glassware	1,209,793	391,927	609,850	44,647	115
Oil products	498,329	222,302	64,877	50,682	13,709
Metal goods	34,614,909	17,926,921	5,956,372	3,829,656	3,894,113
Machinery	11,810,649	7,043,107	1,513,206	602,307	2,045,309
Vehicles	5,452,600	2,868,098	538,995	166,008	14,096
Boats	5,970	13	324	900	480
Watches	611,461	275,089	44,231	3,230	100
Musical instruments	161,052	129,261	23,081	597	—
Games	257,023	196,936	20,967	759	—
Chemicals and drugs	2,710,158	897,877	943,001	446,208	2,027
Perfumes	409,089	91,920	32,466	8,068	405
Colours	552,151	258,128	158,618	40,814	467
Explosives	6,234,431	3,643,433	2,569,579	3,563	—
Total	$118,002,528	$47,563,839	$27,638,515	$11,147,545	$6,387,473

From the foregoing table it is seen that metals, machinery, cottons, woollens, wearing apparel, wood and leather products comprised the chief lines of importation into Roumania before the war. Germany during the year under review supplied

* The first article of this series by Trade Commissioner L. D. Wilgress was published in the last number of the *Weekly Bulletin*.

nearly 54 per cent of total value of the imports of metals and machinery. About half the value of the vehicles and leather goods imported came from Germany. Considerable proportions of the total importations of furs, games, musical instruments, colours and varnishes, chemicals and medicines, rubber goods, woollens, clothing, silks, stone products and watches also came from the same source. The large importation of explosives during the year in question is partly explained by the second Balkan war, nearly the whole of this being obtained from Germany and Austria.

The bulk of the trade with Roumania in living animals, glassware, timber and stone products during the year 1913 was held by Austria-Hungary, which country also shipped a large share of the imports of paper, leather goods, chemicals and medicines, colours and varnishes and vegetable textiles. Other important lines of importation from Austria-Hungary were woollens, silks, wearing apparel, metals, machinery and vehicles. Most of the manufactured articles received from Austria-Hungary came from Bohemia, which is now included in the republic of Czecho-Slovakia.

Great Britain supplied 28 per cent of the vegetable textiles imported into Roumania in 1913, her share being nearly $3,000,000 greater than that of Austria and over $10,000,000 greater than that of Germany. The proportion of the trade in woollen goods supplied by Great Britain amounted to 13 per cent. Other considerable importations from Great Britain were metals and machinery, animal non-food products, chemicals, wearing apparel and leather goods.

Metals and machinery comprised the principal lines of importation from the United States before the war, about 13 per cent of the total import of these lines being obtained from this source. The United States also shipped to Roumania a fairly large amount of vegetable oils, vegetable textiles and leather goods.

Besides the countries given in the above table other important sources of supply for goods imported into Roumania were France and Italy, the former sending chiefly perfumes, silks, vegetables and flowers, vehicles, chemicals and medicines, rubber and leather goods, while from the latter country silks, vegetable textiles, woollens, fruits and colonial products and vehicles were imported.

CHIEF ARTICLES OF IMPORT.

The Roumanian trade statistics being based upon the classification of the customs tariff, it is difficult to give figures for the different branches of import trade. Thus we find the principal articles imported, as distinct from the general classes of import given in the above table, it is necessary to add together the various items belonging to one branch of trade. In this way we find that for the year 1913 the articles of import having the largest values included iron and steel products, such as drawn iron tubes of a value of $7,453,724; iron sheets and plates, $3,361,521; iron bars and wire rods, $2,119,387; rails, $963,992; rolled iron in special forms, $876,036; other rolled iron products, $2,084,199. Germany and Austria supplied the largest part of these iron and steel importations.

Agricultural machines and locomobiles were imported in 1913 to the amount of 14,375 tons valued at $3,081,234, binders and reapers having accounted for $1,710,766 of this total. Great Britain supplied most of the threshing machines and portable engines imported, while other agricultural machines came largely from the United States and Canada. Ploughs were imported during the year in question to a value of $356,738 chiefly from Germany and Austria, while other agricultural implements imported were valued at $129,619 coming from Austria, Germany and the United States.

Tank cars were imported into Roumania during the year 1913 from Germany, Belgium and Austria to a total value of $2,463,698. The import of steam, gas, oil and hydraulic engines and machines was valued at $1,940,450, that of dynamos, electric motors and convertors at $1,786,732, and the import of other machines and apparatus at $1,657,646. Other large importations under the head of metals and machinery

included cables for the transmission of electric current to the value of $1,219,879; telegraph and telephone apparatus and machine tools, $617,997; and vessels, tubes, conduits and sheets of copper and its alloys to the value of $680,294. Germany and Austria enjoyed the bulk of the trade in these lines, although a considerable amount of machinery and apparatus was also sent from Great Britain and other industrial countries. The import of vehicles of all kinds not on rails was valued in 1913 at $1,800,536, Germany, France and Italy being the chief suppliers. Tyres for motor cars and bicycles were imported to the value of $472,093.

Coming to textile lines, we find an importation of cotton prints in more than one colour valued in 1913 at $3,100,920. Cotton prints in one colour were imported to the value of $829,673. Germany, Austria, Great Britain and Italy were the chief suppliers. Other cotton textiles were supplied chiefly from the same countries to a total value of $835,807. The importation of cotton thread amounted to a value of $1,011,323, divided almost equally between coloured and bleached threads. Great Britain sent the largest amount of cotton thread, next in order being Austria and Germany. Unbleached cotton yarn is an important item of importation into Roumania, having a total value in 1913 of $2,790,514, shipped chiefly from England and Austria, with large imports also from Italy and Germany. A considerable amount of cotton yarn is imported into Roumania for the domestic peasant industry. Woollen textiles and knitted goods of all kinds comprise one of the large branches of import, being valued in 1913 at $3,890,304. Germany, Austria-Hungary and Great Britain furnished the greater part of this import. The value of the importation into Roumania during the same year of draperies, blankets, shawls, table linens and curtains was $855,628. Jute sacks were imported during the year 1913 to the value of $612,127, coming for the most part from Austria and Great Britain.

The total importations of paper and paper articles into Roumania in 1913 were 6,394 tons valued at $1,484,999. Austria, Germany and France were the chief sources of supply.

Leather of all kinds to the value of $1,619,266, including box calf valued at $553,815 and kid leather of a value of $468,108, was imported chiefly from Germany and Austria. From the same source was supplied most of the boots and shoes imported to a total value of $855,669. Wood furniture was another considerable item of import during 1913, the total value being $637,979, of which the greater part came from Austria-Hungary.

Among other importations into Roumania during the year 1913 of interest to Canada, there may be mentioned canned fish of a total value of $213,890 from France, Norway and other countries; saw-milling machinery valued at $60,187 from Germany and Austria; paints and varnishes in oil of a value of $49,689 chiefly from England, Austria and Germany; caustic soda valued at $187,234 from Great Britain and Belgium principally; calcium carbide, value $39,880, from Austria and Germany; safes valued at $96,670, chiefly from Germany and England; and aluminium ware of a value of $89,760 from Germany and Austria. There were also imported during the year under review hand tools to the value of $252,915, for the most part from Germany and Austria, including axes valued at $78,245, shovels at $54,711, and picks at $32,094. The value of saws imported during the same year was $64,449, largely from Germany.

PREDOMINANCE OF GERMAN GOODS.

The above is a review of the principal articles imported into Roumania before the war. In considering these figures it must be borne in mind that they apply to Old Roumania, a country less than half the size of the kingdom as now constituted. It is seen to what extent German goods predominated in many of the most important lines of import. This is still more clearly indicated by the table published below giving the items shown in the trade returns as imported from Germany to a value of more than $100,000. The possibility of supplying a share of the goods formerly

obtained from Germany is the opportunity which the Roumanian market presents to Canadian manufacturers and exporters. Particulars are given in another chapter of this report regarding the principal branches of trade in which there is an opening for the sale of Canadian goods.

PRINCIPAL IMPORTS INTO ROUMANIA FROM GERMANY, 1913.

	Metric tons.	Value.
Drawn iron pipes	28,201	$3,666,191
Tank cars	7,612	1,522,319
Drawn iron bars	33,854	1,015,621
Vehicles of all kinds not on rails	3 3	766,640
Steam engines	4,112	740,275
Dynamos, electromotors and converters	644	644,767
Woollen textiles and kniteed goods less than 200 grs. per sq. met	209	629,907
Woollen textiles and knitted goods from 400 to 200 grs. per sq. met	257	617,660
Rolled iron in special shapes	15,331	613,279
Drawn iron for the manufacture of wire	12,178	560,224
Dynamos electromotors,, converters weighing more than 2,000 kg. apiece	769	538,745
Rails for railways and tramways of all sizes	13,274	530,979
Cables for the transmission of electric current, insulated electric wire	512	512,501
Cartridges of all kinds not filled	393	471,838
Sheet copper products or its alloys	453	453,562
Woollen textiles and knitted goods from 600 to 400 grs. per sq. met	210	421,012
Miscellaneous machines and apparatus without special denomination weighing more than 10,000 kg. apiece	2,262	407,209
Miscellaneous articles and iron products without special denomination, weighing more than 25 kg. a piece	2,196	395,332
Box calf leather	130	392,391
Steam engines weighing more than 100,000 kg. each	2,052	324,441
Goat, skin leather (kid leather)	51	308,436
Interruptors and other articles for electrical use	151	302,056
Machines and not special mentioned apparatus weighing less than 10,000 to 2,000 kg. per piece	1,489	297,844
Cotton textiles of all kinds, except those special named printed in two or more colours, weighing more than 180 grs. per sq. met	362	290,217
Drawn iron plates and sheets corrugated not specially worked	7,994	287,519
Natural wool washed and scoured	467	280,363
Cotton yarn single threaded, coloured or printed	465	260,552
Cables for the transmission of electric current as well as insulated electric wire with rubber	155	248,451
Ploughs	1,584	237,650
Blankets, draperies, shawls, table linen, curtains, and all kinds of cotton articles not embroidered	77	231,297
Dynamos, electro-motors, converters, transformers, distributors, electro-magnetos and conductors, weighing less than 200 kg. apiece	140	225,569
Outer and inner tubes for motor cars and bicycles combined with canvas or other materials	119	214,567
Oil motors weighing less than 100,000 kg.	1,184	213,160
Drawn iron pipes and accessories in unfinished state	2,086	208,697
Not specially named machines weighing from 2,000 to 500 kg. apiece	866	207,965
Not specially named copper articles or alloys polished or combined with other common materials	253	202,184
Beetroot seeds	331	199,116
Filled cartridges and capsules for "Flobert" or similar rifles.	196	196,067
Covered or uncovered freight wagons	1,068	192,251
Bleached or coloured woollen thread	117	175,675
Ready-made footwear or cut box calf leather	33	175,188
Copper, articles or its alloys, polished, varnished, nickelled, silvered, or gilded	87	175,134
Cables for the transmission of electric current as well as insulated wire for the conduct of electricity, insulated with textile material thread, except silk or combined with other materials	86	173,340
Cotton yarn (single threaded) unbleached, uncoloured	408	171,737
Wire cables and cords, painted or galvanized, having a diameter of less than 1½ mm	705	169,651
All kinds of liquid pumps, air, gas pumps as well as ventilators	704	169,011

PRINCIPAL IMPORTS INTO ROUMANIA FROM GERMANY, 1913.—*Continued.*

	Metric tons.	Value.
Drawn iron sheets and plates, tinned, galvanized, leaded (tin and others), coppered, brassed, having a diameter of less than 1 to 1½ mm.	2,205	168,360
Cotton socks (coloured or uncoloured)	104	167,141
All cast metal articles not mentioned, weighing more than 5 kg. apiece	1,161	162,596
Rubber shoes	72	158,978
All kinds of wooden furniture	157	157,368
Aniline colours	190	152,004
Sewing machines	372	149,072
Bicycles, tricycles, tandem, for persons or for goods	60	144,500
Oil motors, weighing from 10,000 to 2,500 kg.	697	139,445
Locomobiles for agricultural machines run by steam	689	137,914
Drawn iron articles and products, not denominated, combined with cast metal and wood, raw, weighing more than 100 kg. epr pice	1,530	137,789
All instruments of measure or precision run by clock-work	56	135,861
Textiles and knitted silk goods, combined with other textiles in a proportion of 50 per cent silk or more in two or more colours, coloured, printed or of coloured threads	6	133,640
Buffalo skins, oxen skins, dried, with or without hair	368	132,775
Any iron sheet recipients adjusted through riveting or otherwise, fixed, put on wheels, painted or unpainted	942	131,585
Bolts, cramp-irons, screws, rivets, screw-nuts, rundles, hooks, as well as any pieces with screw arrangement, drawn, ground, polished, coloured those ready for use excepted	1,082	129,845
Wooden toys, leaden, stone, whether combined with iron or coloured, not combined with other materials nor mechanical fittings	161	129,240
Drawn iron sheets and plates, galvanized, leaden, brassed, polished, thinner than ½ mm.	1,428	128,573
Leaf tobacco	128	128,123
All kinds of cotton textiles, those specially denominated excepted, coloured and printed in two or more colours, weighing from 180 to 100 grs. per sq. met., and having 41 to 70 threads per sq. cm.	141	127,386
Sulphuric acid	3,978	119,346
Not denominated cast metal articles, weighing from 50 to 5 kg. apiece	589	117,993
Raw buffalo and ox skins, salted with or without hair	419	117,511
Blankets, draperies, shawls, table and toilet linen, curtains and all kinds of woollen texture, unembroidered and unhemmed	23	116,450
Furred skins of bear, wolf, badger, marmot, red and white foxes, tanned, etc.	16	115,724
Any kind of rubber articles combined or not with other materials of technical, medical or professional use, whether vulcanized or not, as well as rubber transmissions, combined cotton and other materials	57	115,720
Salted herrings (pickled)	1,185	113,767
Gold jewellery without precious stones	141	113,027
Machine tools, turner's lathe, mechanical planes, drilling machines, sharpening machines, steam hammers, portable forges, presses for shaping metals and other materials, etc., weighing from 2,000 to 250 kg. per piece	376	112,904
Goat leather	46	112,004
Brass and copper wire or of alloy, 1 mm. or more	205	110,881
Clothing and woollen cloth articles	21	109,850
Varnishes of all kinds	36	109,458
Cotton lace	15	109,172
Coloured silk threads, sewing thread, thread for stitching, for lace-making and tailoring	5	104,880
Mixed woollen and silk textures and knitted goods in a proportion of less than 50 per cent silk	17	103,812
Tools and accessories of motor cars and motorcycles imported separately	25	102,516
Drills, screw-plates, scissors, screw-drivers, plane iron, steel puncheons, wimbles for wood and iron, French keys, pincers, those for blacksmith excepted, screw vices weighing less than 1 kg., awls, cork screws, iron compasses, squares, meters adjusted or not adjusted, with or without handles, polished or nickeled	148	102,331
Metals in sheets and powder for gilding	0·25	101,520

SOUTH AFRICA'S IMPORTS.

II.

Trade Commissioner W. J. Egan.

The following is the second of the series of articles by Mr. Egan in which are presented an exhaustive review of the import trade of the Union of South Africa:—

Tools and Implements—Hardware.

(Not Agricultural or Dairy.)

PICKAXES.

(Shown separately from Mechanics' Tools in 1917.)

Country of Origin.	Value. 1917.	Value. 1918.	Value. 1919.	Increase or Decrease over. 1917.
Total for the Union	$16,400	$42,825	$153,825	+ $ 137,425
Canada	3,450	10,900	37,000	+ 35,550
United States	1,080	4,050	18,950	+ 17,870
United Kingdom	11,700	28,450	96,000	+ 84,300
Belgium	.....	.....	790	+ 790

SHOVELS.

(Not spades, including Agricultural Implements. Shown separately from Mechanics' Tools in 1917).

Country of Origin.	Value. 1917.	Value. 1918.	Value. 1919.	Increase or Decrease over. 1917.
Total for the Union	$108,300	$252,000	$550,200	+ $441,900
Canada	79,000	176,670	338,300	+ 259,300
United States	10,000	33,920	38,100	+ 28,100
United Kingdom	18,100	41,000	173,800	+ 155,700

IMPLEMENTS AND TOOLS—HARDWARE, N.O.D.

(Not including Pickaxes, Shovels or Mechanics' Tools).

Country of Origin.	Value. 1917.	Value. 1918.	Value. 1919.	Increase or Decrease over. 1917.
Total for the Union	$61,300	$88,700	$307,550	+ $246,250
Canada	3,000	17,525	64,500	+ 61,500
United States	35,650	45,100	160,500	+ 123,850
United Kingdom	16,775	19,450	68,950	+ 2,675
Sweden	5,720	6,475	12,500	+ 6,780

MECHANICS' TOOLS.

(In 1913 included articles of three previous tables).

Country of Origin.	Value. 1913.	Value. 1919.	Increase or Decreaese.
Total for the Union	$411,000	$1,245,000	+ $834,000
Canada	2,000	19,425	+ 17,425
United States	172,000	846,100	+ 674,100
United Kingdom	160,000	349,500	+ 189,500
Germany	55,300	675	+ 54,625
Sweden	15,500	17,250	+ 1,750
Belgium	3,100	5	— 3,095
Japan	.....	6,200	+ 6,200

A glance at the above four tables will show that Canada's trade in all these articles has increased from $2,000 in 1913 to $459,225 last year.

There is not the same commendation for the Canadian pickaxe as there is for the shovel. The Canadian shovel manufacturers shipping to South Africa have certainly met every condition required on this market, and have on their own initiative added value in certain points of construction which is appreciated by the trade. The Western Cape province is not the same user of the D-shaped handle as the other provinces in the union, the T-shaped being more popular there.

There is a big demand for a spring steel spade as illustrated and shown in *Weekly Bulletin* No. 703, dated July 16, 1917.

Canada has shipped a good total value in spades; these are not shown separately, they are included in Agricultural Implements.

Owing to war conditions the United Kingdom did not quote freely on shovels, but are now in evidence as shown by last year's figures of imports.

Canadian axes, hatchets, hammers, saws, wrenches and forged tools have secured a good footing.

The bulk trade by the wholesale importer is on staple and cheap tools of all kinds.

The better grade mechanics' tools are handled almost entirely by special retail stores. The better grades are advertised extensively.

Tin and Tinware.

(Not including Lanterns).

Country of Origin.	Value. 1913.	Value. 1919.		Decrease or Increase.
Total for the Union	$208,000	$219,425	+	$11,425
Canada	.....	10,440	+	10,440
United States	44,000	9,125	—	44,875
United Kingdom	127,000	197,800	+	70,800
Germany	24,000	10	—	23,990

Although the quantity of import has decreased, the United Kingdom's share of trade has increased. The bulk of this import has always been in the hands of British manufacturers.

Sewing Machines.

Country of Origin	Quantity. 1914. No.	Quantity. 1919. No.		Decrease or Increase. No.
Total for the Union	21,946	10,605	—	11,341
Canada	1	.....	—	1
United States	1,366	4,719	+	3,353
United Kingdom	14,249	5,771	—	8,478
Germany	6,294	102	—	6,192

Country of Origin.	Value. 1913.	Value. 1919.		Decrease or Increase.
Total for the Union	$263,000	$325,675	+	$ 62,675
Canada	15	.....	—	15
United States	14,800	201,400	+	186,600
United Kingdom	191,000	122,750	—	68,350
Germany	55,000	1,080	—	53,020

As the year 1914 is the first one in the records here indicating quantity, the comparison of trade is made for that year. The two years previous to 1914, the average annual value of import was $333,500, and Germany's share for those two pre-war years was $105,000 annually. The values have changed because supplies have been of two kinds, both from the United States and the United Kingdom.

In the year 1914 the United States shipments were almost all the hand machine. Last year they shipped a good number of the better platform machine, which

accounts, with increased cost, of course, in each kind, for the increased average value. Most of these machines are of special brand and sold through retail local agencies throughout the Union.

The machine sold by the wholesale jobbers in the hardware departments is the hand machine, types of which are illustrated in *Weekly Bulletin* No. 742 of April 15, 1918.

As shown by the above table, Germany has made some attempt to regain her footing on the cheap hand machine. Quite a few more have been secured by certain jobbers at or almost at the pre-war price; these are being imported this year. I understand that Germany is now quoting at a higher price and quoting at English sterling settlement in Germany.

Stoves.

Country of Origin.	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for the Union	$360,000	$432,250	+ $72,250
Canada	40	825	+ 785
United States	76,000	113,000	+ 37,000
United Kingdom	183,000	266,000	+ 83,000
Sweden	70,000	47,675	— 32,325
Germany	20,200	.....	— 20,200
France	6,800	55	— 6,745

Canada's figures of trade are really on samples. In the wood and coal stoves one manufacturer in the Maritime Provinces, has made a real effort to meet South African requirements. This firm's catalogues are as complete and artistic as possible, and now that they have representation, it is hoped they will meet with success.

The great difficulty in the past has been the cheapness of a very cheap stove made in the United Kingdom, and the low price quoted for a really good Swedish stove.

Stoves at the present time are at a premium; the market is very short in supply

There are some ranges coming from the United States, which are sold mostly in the Johannesburg district.

The greater part of the figures of import from the United States are on oil stoves.

The class of stoves shown in *Weekly Bulletin* No. 798, of May, 1919, are the stoves in demand. The oil stoves wanted are shown in *Weekly Bulletin* No. 711, of September, 1917.

One Ontario electric stove manufacturer has made a real effort in the past, but war conditions prevented developments. This class of stove will surely be popular just as soon as the municipalities are reorganized in their electric departments to meet the demand for supply. Particulars *re* electric supply in South Africa were submitted lately under date of April 27, 1920, and published in *Weekly Bulletin* No. 853, dated June 7.

For the future the import figures will show electric stoves, heaters, irons, etc., under a separate entry.

Country of Origin.	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for the Union	$581,350	$1,809,200	+ $ 227,850
Canada	.....	65	+ 65
United States	590	44,410	+ 43,820
United Kingdom	579,600	1,745,955	— 1,366,355
Japan	.....	18,770	+ 18,770

This is another line that was practically controlled pre-war by the United Kingdom manufacturer.

Canada met some urgent inquiries in the year 1918, shipping 994 cwts. to a value of $25,575.

Hardware—N.O.D.

Country of Origin.	Value. 1913.	Value. 1918.		Decrease or Increase.
Total for the Union	$3,012,000	$2,631,240	—	$380,760
Canada	6,400	42,125	+	35,725
United States	341,000	826,600	+	485,600
United Kingdom	2,226,000	1,645,600	—	580,400
Germany	331,000	1,475	—	329,525
Belgium	21,800	60	—	21,740
France	15,900	7,520	—	8,380
Sweden	18,600	15,800	—	1,800
Japan	.....	65,425	+	65,425

Implements—Dairy Utensils.

Country of Origin.	Value. 1913.	Value. 1919.		Decrease or Increase.
Total for the Union	$233,000	$254,400	+	$21,400
Canada	1,800	660	—	1,640
United States	9,000	37,275	+	28,275
United Kingdom	$ 20,000	$ 22,100	+	2,100
Sweden	118,000	143,000	+	25,100
Germany	35,700	.....	—	35,700
Denmark	10,100	39,900	+	29,800
Australia	3,000	4,150	+	1,150

The small capacity cream separator supplied by Sweden, and the hold secured years ago, accounts for the control of this trade by Sweden.

Owing to dairy development within the Union there has been a big demand for dairy machinery and implements, Sweden and Denmark securing the bulk of the increased trade during the past four years.

Imports for Sweden for the years 1916, 1917, and 1918 average annually $227,700, and Denmark for the same period $47,200 annually.

Implements, Hoes and Picks (Kaffir).

Country of Origin	Quantity. 1913. No.	Quantity. 1919. No.		Decrease or Increase. No.
Total for the Union	349,494	248,798	—	100,686
Canada	.....	2,712	+	2,712
United States	3,288	16,044	+	12,756
United Kingdom	325,516	229,562	—	95,954
Germany	20,690	.....	—	20,690

Country of Origin.	Value. 1913.	Value. 1919.		Decrease or Increase.
Total for the Union	$43,000	$85,800	—	$12,800
Canada	.....	1,325	+	1,325
United States	450	5,700	+	5,250
United Kingdom	40,800	78,450	+	37,650
Germany	1,600	.....	+	1,600

There is a constant demand for possibility of supply from Canada in hoes and picks as used by the natives. Samples have been sent to manufacturers and some effort has been made to supply. There does not seem to be a keen desire in Canada to produce this kind of implement.

Owing to increased agricultural development, the demand in quantity should average at least 600,000 a year.

Machinery and Implements Agricultural, N.O.D.

(All except Dairy Utensils, Hay Presses, Hoes and Picks, and Windmills).

Country of Origin.	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for the Union	$2,709,000	$3,384,100	+ $675,100
Canada	264,000	742,900	+ 478,900
United States	1,159,000	1,806,500	+ 647,500
United Kingdom	1,026,000	808,950	— 217,050
Germany	162,500	675	— 161,825
Australia	29,900	9,685	— 20,215

Ploughs, harrows and parts from Canada last year were to a total value of $632,800, and in reaping and mowing machines the imports from Canada are valued at $14,550. The balance of $95,550 is for some other agricultural machinery, but principally for such lines as spades, rakes, forks, mattocks and hay knives.

The United States shipped last year in reaping and mowing machines to a value of $74,300, and in ploughs, harrows and parts to a value of $1,268,000. The United Kingdom's share of this trade was $269,000 in ploughs, harrows and parts, and $12,550 in reaping and mowing machines.

On account of increased cost the figures of import in 1919 are no criterion of the capacity of the country to import agricultural implements and machinery. The agricultural industry has gone ahead in leaps and bounds during the war period. The great bulk of the deliveries under this heading were early in the year, just too late for the year 1918 sales, and as a consequence there was only a limited amount of business placed in agricultural machinery for 1919 delivery.

With some prospect of trade development in Western Cape Province by one leading Canadian manufacturer of ploughs, and further developments in prospect throughout South Africa by other Canadian farm implement and machinery manufacturers, Canada's share of the total trade should increase considerably in the near future.

Windmills.

Country of Origin.	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for the Union	$379,000	$347,300	— $31,700
Canada	.....	6,725	+ 6,725
United States	288,000	317,350	+ 29,350
United Kingdom	87,800	29,725	— 58,075
Australia	.....	950	+ 950

The bulk of this trade has already been held by the American manufacturers. There has been a fairly constant number of inquiries regarding possibility of supply. Agency arrangements were completed last year on behalf of one Canadian concern. The agent reports that prospects are the best for a fair trade, but that owing to special conditions the development will be somewhat slow.

For the further information of agricultural, dairy implement and machinery manufacturers in Canada, the following tables are submitted, showing the number of farms, area, class of grain, fruit or other production within the Union, and the proportion in each province.

The last table shown, giving number of implements, etc., in use on June 30, 1918, will, I believe, be of considerable value as an indication to the manufacturers of their prospective market for the Union as a whole and its several districts.

NUMBER AND AREA OF FARMS IN THE UNION.

Province.	Number of Farms.	Area of Farms. *Morgens.
Cape of Good Hope	31,119	54,437,781
Natal	7,111	4,114,844
Transvaal	22,114	14,705,125
Orange Free State	15,805	14,291,893
Union Natives' locations and reserves	.....	17,773,517
Total	76,149	108,323,160

* 1 morgen=2·11654 English acres.

AREA CULTIVATED AND FALLOW LAND.

Province.	Agricultural Crops. **Morgen.	Vines, Orchards, Bananas, Pine-apples. **Morgen.	Timber. **Morgen.	Fallow-Land. **Morgen.
Cape of Good Hope	967,534	64,490	23,817	451,480
Natal	313,213	7,846	124,368	77,493
Transvaal	1,123,718	19,712	46,437	233,609
Orange Free State	1,140,195	11,821	23,704	154,230
*Union Natives' location and reserves	*	*	*	*
Grand total	3,544,660	85,877	218,326	916,727

	Morgen.
Total, Cape of Good Hope	1,489,321
" Natal	522,843
" Transvaal	1,423,476
" Orange Free State	1,329,950
" Union Natives' location and reserves	1,781,014

* Not separately enumerated.
** 1 morgen=2·11564 English acres.

In addition there is the following:—

Province.	Area Irrigated. Morgen.	Area Irrigated and Irrigable. Morgen.
Cape of Good Hope	279,248	873,918
Natal	18,897	48,694
Transvaal	103,065	325,016
Orange Free State	37,714	126,365
Union Natives' location and reserves	25,815	178,956
Grand total	457,739	1,582,949

AREAS UNDER CROPS—YEAR JULY, 1917, TO JUNE, 1918.

Agricultural Produce.	Total. Morgen.	Cape of Good Hope. Morgen.	Natal. Morgen.	Transvaal. Morgen.	Orange Free State. Morgen.
Barley	62,268	55,205	803	3,031	3,229
Oats	319,042	219,174	4,344	35,615	59,909
Rye	68,114	49,286	348	1,592	16,888
Wheat	466,152	366,555	1,134	40,120	58,343
Kaffir corn	110,135	13,387	9,857	54,182	32,709
Maize	2,088,756	157,645	161,731	863,727	905,653
Cotton	3,579	16	242	3,315	6
Tobacco	10,926	3,509	518	6,411	488
Peanuts	3,098	223	424	2,333	118
Lucerne	56,500	46,362	1,189	3,662	5,287
Teff	110,720	1,914	8,141	75,358	25,307
Manna	11,444	752	461	5,768	4,463
Miscellaneous crops	37,422	9,175	5,977	11,304	10,966
Miscellaneous fodder crops	87,751	38,241	21,938	9,651	17,921
Potatoes	52,059	13,523	6,698	17,227	14,611
Sweet potatoes	9,634	5,746	1,721	2,084	83
Peas	7,273	5,456	365	702	750
Beans	30,474	13,720	4,910	7,923	3,921
Onions	2,245	1700	132	265	148

* Native locations, etc., not enumerated.

NUMBER OF AGRICULTURAL IMPLEMENTS, ETC., ON JUNE 30, 1918.

The following table excludes native locations, reserves, etc., except when indicated:—

Article	Cape of Good Hope.	Natal.	Transvaal.	Orange Free State.	Total.
Wheat, strippers	219	6	22	84	331
Winnowers	1,779	778	332	513	3,402
Maize, cleaners and shellers.	6,995	3,758	3,251	2,716	16,720
Corn mills	3,426	3,086	1275	861	8,648
Hay presses	2,044	670	1,997	1,321	6,032
Wool presses	1,689	112	81	363	2,245
Chaff balers	236	52	117	81	486
Threshing machines	716	193	286	233	1,428
Silos	445	345	443	243	1,476
Ploughs—					
One-furrow	39,274	11443	20,223	13,001	83,941
Two-furrow	24,765	4,741	27,209	27,743	84,458
Three-furrow	4,452	1,320	2,477	12,477	12,207
Four-furrow	353	110	184	118	765
Disc	2,716	2,101	3,307	2,871	10,995
Steam	10	24	27	31	101
*Native ploughs of all descriptions	88,360	20,207	32,557	2,466	143,590
Tractors	163	14	40	14	231
Cultivators	11,576	11,998	21,016	17,935	62,525
Dam scrapers	14,740	878	4,969	7,451	28,038
*Horse rakes and harrows	33,760	9,343	25,801	21,155	90,059
Sowing drills	2,540	2,054	4,108	4,433	13,135
Reapers	6,195	186	957	1,131	8,469
Mowers	7,077	2,337	4,473	4,029	17,916
Stackers	498	301	894	779	2,472
Incubators—					
Poultry	1,675	996	1,454	1,031	5,156
Ostriches	1,729	54	34	27	1,844
Butter workers	2,550	537	890	584	4,561
Churns	17,722	2,575	8,699	8,934	37,030
Cream separators	12,677	4,074	8,655	11,445	36,851

* Including number enumerated in Native locations, reserves, etc.

PROSPECTS FOR IMPORTS OF BUILDING CONSTRUCTION MATERIALS IN BUENOS AIRES.

Trade Commissioner B. S. Webb, Buenos Aires, writes as follows under date June 11 on the prospects for the importation of Canadian building construction materials in that city:—

Building operations in the city of Buenos Aires have been in a state of suspended animation since the conclusion of the armistice owing to the expectation that prices of construction material would fall rapidly after the cessation of hostilities. This expectation not having been realized, the building trade seems to have taken the view that, as there seems to be no prospect for an early reduction in costs, operations might as well be recommended without further delay. During the first four months of 1920 some 2,000 plans for the construction and enlargement of houses within the city boundaries have been passed by the municipal authority, and it is calculated that about 1,000 houses are now in course of construction and about 300 others are being enlarged, in most cases by the addition of one or two storeys. Amongst Canadian construction materials for which an increased demand can be expected, lumber, cement, asbestos boards, steel casements, roofing felt and merchant bars might be mentioned. There is an absolute shortage of expanded metal and metal lath.

IMPORTS OF CARTS, CARRIAGES, AND TRUCK BODIES INTO ARGENTINA.

TRADE COMMISSIONER B. S. WEBB.

CARTS AND CARRIAGES.

Buenos Aires, June 11, 1920.—The trade in carts and carriages has decreased considerably during recent years, due largely to the competition of the light American automobile, which is particularly suitable for use in the country districts where the soil is, for the most part, dry and sandy, and the country so flat that light cars can be driven across country with safety and comfort. Whilst the total demand for carriages, sulkies and wagons has fallen off, the number made locally has increased considerably since war conditions raised the price of the imported carriage to a prohibitive point, and the condition to-day is that the local factories now supply the greater part of the Republic's reduced requirements, leaving only a small proportion of the demand to be made up by importations from abroad. This impression, gathered from conversations with makers and importers of carriages, is confirmed by the Customs House statistics of imports which are appended and which show a decline in importations of carriages from an annual average of 27,000 units during the five years prior to 1913 to 995 units in 1918.

IMPORTS OF CARRIAGES INTO ARGENTINA, 1913-18.

	1913. Units.	1914. Units.	1915. Units.	1916. Units.	1917. Units.	1918. Units.
Germany	39	2	.....	.....	.....	—
Austria-Hungary	.....	.....	.....	.....	.....	—
Belgium	1	1	.....	.....	.....	—
Brazil	.....	.....	.....	.....	.....	—
Canada	2,060	417	557	648	.....	—
Denmark	.....	.....	1	.....	.....	—
Spain	1	2	.....	.....	.....	—
United States	17,849	10,699	7,371	9,816	.....	—
France	29	9	.....	4	.....	—
Italy	7	13	7	20	.....	—
Holland	.....	.....	.....	.....	.....	-
Paraguay	10	.....	2	1	.....	
British Colonies	.....	.....	.....	.....	.....	
United Kingdom	463	11	3	56	.....	—
Russia	.....	.....	.....	.....	.....	
Switzerland	3	.....	.....	.....	.....	—
Uruguay	1	.....	1	3	.....	—
Totals	20,463	11,154	7,942	10,548	1,215	995

IMPORTS OF CARTS INTO ARGENTINA, 1913-18.

Germany	142	10	.....	.....	.....	—
Belgium	39	.....	.....	.....	.....	—
Canada	29	.....	.....	1	.....	—
Denmark	8	.....	.....	.....	.....	—
United States	315	110	135	41	.....	—
France	9	.....	.....	.....	.....	—
Italy	1	.....	.....	4	.....	—
Paraguay	.....	.....	1	.....	.....	—
United Kingdom	28	61	6	.....	.....	—
Uruguay	3	1	.....	1	.....	—
Totals	574	182	142	47	16	14

IMPORTS OF GRAIN WAGGONS INTO ARGENTINE, 1913-18.

United States	52	9	.....	7	.....	—
United Kingdom	2	.....	1	.....	.....	—
Totals	54	9	1	7	.....	—

TRUCK BODIES.

Whilst the sale of carts and carriages has been steadily decreasing, a demand for truck bodies has set in which is increasing rapidly. Three or four factories are turning out bodies for Ford ton trucks and bodies for American-made automobiles, but several importers are inclined to believe that a Canadian-made body can pay ocean freight and duties and landing charges, and still compete with the locally-made bodies. Opinions on this point, however, vary considerably. The Buenos Aires branches of two American automobile manufacturers have established a local factory for making bodies for their cars, leaving only the chassis to be imported.

One firm of automobile supply dealers estimates that in the near future the demand, in the whole Republic, for truck bodies will reach 3,000 a year. The style and shape of the models in use in Canada are not considered to be suitable for this Republic, and designs would have to be modified to suit the local taste. Argentines are not too conservative in character, and their taste runs to designs which are smart in appearance, artistic and decorative; a design which would be considered suitable for export to France would also be a success in Argentina. A case in point mentioned was one in which a body of fine and elegant lines was being prepared for delivery to an oil company which will use it for the delivery of kerosene in cases, the idea being that a handsome delivery truck constitutes a moving propaganda for the owners.

IRON INDUSTRY IN BRAZIL.

Trade Commissioner G. B. Johnson.

Rio de Janeiro, June 16, 1920.—The Minister of Transportation and Public Works published recently the proposed contract between the Brazilian Government and the Itabira Ore Company, which has been a subject of negotiations for some time between the Government and American interests.

The text of the contract is preceded by a statement of the minister in which he points out that while Brazil possesses iron ore reserves of 5,710,000,000 tons, with a metallic content of over 3,000,000,000 tons, the present annual production of pig-iron in Brazil is only about 6,000 tons. This fact is attributed principally to the lack of domestic coal proper for smelting purposes. Production of coal in Brazil in 1919 from the Sao Jeronymo mine was only 150,000 tons, which was sold in the city of Porto Alegre at one-half the price of foreign coal.

From the statistics available, the minister anticipates that the prospective demand for iron ore by the three largest consuming countries will not be less than 25,000,000 tons per annum for some years to come. This fact, in connection with the willingness of the United States, England and Germany to export coal, thus utilizing the tonnage on the return voyage, gives Brazil the opportunity to create an iron and steel manufacturing industry, as has been done in other non-coal-producing countries.

The financial interests connected with the Itabira Iron Ore Company regard this situation as offering a good business opportunity, and have approached the Government for a revision of the concession granted in 1911 to the company of the same name.

The minister points out that the Itabira Iron Ore Company asks no premiums either as privileged freight rates, or as protective tariff. The only direct favours which they have petitioned for are the guarantee that no new fiscal taxes shall be created and that the present taxes on iron shall not be increased; free importation for 60 years of equipment and materials necessary for the installation and upkeep of their plants; concession of two railway lines, to be built by the company without aid from the Government, in order to complete the railway connections between the iron district and the coast; and, finally, the use of a quay, to be constructed according to Government specifications but without Government aid, and to revert to the Government at the end of ninety years.

Opposition to this concession has centred chiefly around three points, namely, the grant of a port, the use of foreign coal, and the possibility that the vessels used in the exportation of Brazilian iron ore might monopolize the import freight-carrying trade. The minister replying briefly to these objections, points out that under clause 11 of the proposed contract the company has the use of the quay exclusively for the loading of iron ore exports and for the unloading of supplies and materials brought in for its own use. As regards coal, a clause in the contract obligates the company to give preference to domestic coal for use in their plants, under equal conditions; and ships utilized for the exportation of Brazilian ore by this company under the clause of the proposed contract shall not engage in any other trade without the express authorization of the Brazilian Government.

COPIES OF CANADIAN TRADE JOURNALS DESIRED BY IMPORTERS IN ARGENTINA.

Trade Commissioner B. S. Webb, Buenos Aires, writes as follows under date June 11:—

It has been the practice in this office to hand copies of trade journals received from the publishers in Canada to firms of importers selected as being possible buyers of the commodities advertised. For a long period no tangible results were discernible, but during recent months inquiries from importers interested in some Canadian-made article which they have seen illustrated in a trade journal have become more frequent, substantial business having resulted in a number of instances. There can be no doubt that many Argentina importers do not yet appreciate the extent and diversity of our manufacturing industry, and a wider distribution of trade journals will go far to remove this disability. Gratuitous distribution of trade journals and directories emanating from other countries is so common that local business houses cannot be expected to subscribe in large numbers to Canadian trade journals, and yet there can be no doubt that a better knowledge of our industries would benefit importers and advertisers in trade journals equally. It is possible, however, that the publishers of trade journals have a certain number of copies of each edition left over which could be sent abroad for distribution. Back numbers are just as valuable for this purpose as current numbers and care will be taken to see that such journals as are received at this office get into the hands of the importers most likely to be interested in the trade announcements they carry.

AGRICULTURE AND INDUSTRY IN THE STATE OF SAO PAULO, BRAZIL.

TRADE COMMISSIONER G. B. JOHNSON.

Rio de Janeiro, June 16, 1920.—A report recently published by the Secretary of Agriculture of the State of Sao Paulo gives interesting information relative to agricultural and industrial conditions in this section. Of particular interest are the figures for agricultural production for the past season.

Coffee.—The coffee crop for the year 1918-19 amounted to 7,253,250 sacks as compared with 12,210,158 sacks for the year 1917-18. Prices reached a high level, bringing good profits to farmers.

Cotton.—Cotton-raising in this state has greatly increased within recent years because of the market which exists for this product. In 1918-19 Sao Paulo produced 11,025,980 arrobas of raw cotton valued at Rs. 121,285:780$000, which is equivalent to the combined production of the remaining states of Brazil. The former importation of cotton from the northern states of the country are markedly decreasing.

Sugar.—Sugar cane raising has no yet assumed sufficient proportions to satisfy local needs, the crop of 1918-19 amounting to only 489,425 sacks, making it necessary to import from outside sources 82,839 tons of sugar.

Alcohol.—The output of alcohol reached 84,336,259 litres the past year as compared to 62,729,698 for the preceding year.

Rice.—The rice crop showed a slight increase over that of 1917-18, the former being 3,365,100 sacks, the latter 3,071,484 sacks.

Beans.—The quantity of beans produced also presented a slight increase over the crop of the preceding year, viz., 1918-19, 3,522,780 sacks; 1917-18, 3,129,868 sacks.

Corn.—Last year's crop of this product has been estimated at 13,775,500 sacks. Production for 1917-18 was 13,638,700 sacks.

Industry.—Figures covering industrial production in Sao Paulo give indications of a very prosperous state of affairs.

Total industrial production for five recent years was as follows:—

	Milreis.
1914	212,231:730$
1915	274,147:422$
1916	358,911:968$
1917	362,381:651$
1918	356,801:100$

The decrease of 5,580 contos in 1918 was due in a large measure to smaller production in cotton textiles and hats, but all other articles of local manufacture show increases over preceding years.

Although figures for 1919 are not yet available, it is believed that they are not inferior to those of 1918.

The production of the principal products manufactured in this state for the last few years was as follows:—

Textiles.

	Quantity. 1,000 metres.	Approximate Value. Million $ U.S. Gold.
1912	84.0	12.8
1913	81.9	12.5
1914	70.1	9.6
1915	121.5	14.7
1916	134.6	24.4
1917	160.2	45.9
1918	147.0	40.3

Hats.

	Quantity. Millions.	Approximate Value. Millions $ U.S. Gold.
1914	2.0	2.6
1915	2.6	4.0
1916	2.5	3.8
1917	2.7	4.1
1918	2.3	4.2

Shoes.

	Quantity. Million pairs.	Approximate Value. Millions $ U.S. Gold.
1914	3.6	6.2
1915	4.8	8.1
1916	6.1	10.9
1917	6.8	12.1
1918	6.9	13.2

There are at present in this state four packing houses, three of which are now in operation. In 1918 these packing houses placed on the market a total of 41,516,353 kilos of meats of all kinds valued at 56,174:510$000 (milreis).

100 milreis or 100$=$25 U.S. at normal rate of exchange.

1 conto of reis=1,000 milreis.

BULK HANDLING OF WHEAT IN AUSTRALIA.

TRADE COMMISSIONER D. H. ROSS.

Melbourne, June 2, 1920.—As inquiries have been received from Canada in regard to the machinery and equipment required for the wheat elevators which are being—or intended to be—constructed in Australia, the following resumé of the position as to bulk handling of wheat in the various states may be of general interest.

NEW SOUTH WALES (STATE CAPITAL SYDNEY).

The New South Wales Government has completed the construction of the storage portion of their terminal elevator of 5,600,000 bushels capacity at the port of Sydney, and is proceeding with the erection of the working house portion of about 750,000 bushels which it is hoped to have completed in eighteen months' time.

The New South Wales Government has also practically completed storage bins in the principal wheat areas of the state to the extent of about 10,000,000 bushels. These bins were built as an emergency provision for the storage of wheat during war conditions when freight was so difficult to obtain. In addition, construction has been commenced on some seventy-five country elevator working houses of an approximate capacity of 4,000,000 bushels, which are to be completed in two years' time, and are to be worked in conjunction with the country storage bins already erected.

VICTORIA (STATE CAPITAL MELBOURNE.)

In 1916 this State made a thorough inquiry into the advisability of establishing a system of bulk handling of wheat, and obtained a comprehensive report on the subject from the Canadian firm of designing and consulting engineers whose services had been utilized by the New South Wales Government in carrying out the work in that state. Although several attempts have been made to start construction in Victoria under plans drawn up by government officers, these attempts have not been successful owing to the elaborate nature of the plans and the cost as ascertained by public tender.

At present there seems little likelihood of the work being proceeded with as the government in power considers that the drought conditions and consequent decrease in the yield of wheat do not warrant the outlay of large expenditure in such a direction until more normal seasons are experienced. In the meanwhile farmers are greatly in favour of the bulk handling of grain as against the present method of bagging, and it is anticipated they will make the question a live one at the State elections to be held later this year in order to induce the elected government to begin immediately the installation of bulk handling facilities.

SOUTH AUSTRALIA (STATE CAPITAL ADELAIDE).

As in the case of the State of Victoria, the State of South Australia also obtained a report on bulk handling of wheat and had plans prepared in accordance with the requirements of the state. Owing to a change of Government, however, the intention of immediately proceeding with the work has been abandoned for the present.

It is estimated that the loss in the storage of bagged wheat in this state, during the shortage of oversea freight facilities in two years alone of the war period, would have been sufficient to have paid for the complete bulk handling installation originally recommended.

The present Government of the State has had several investigations and inquiries into the matter of bulk handling, all of which ended with a positive recommendation on the part of the officers and experts to whom the inquiries were entrusted that an early commencement of the work was desirable. While South Australia will undoubtedly instal a bulk handling system in the future, financial conditions are probably influencing the government in deferring the work for the time being.

WESTERN AUSTRALIA (STATE CAPITAL PERTH).

For the past four years the Government of Western Australia has been in favour of the construction of bulk handling elevators. At various times steps have been taken to prepare plans with the object of beginning construction, but political changes intervened and prevented a start being made. The wheat growers of the state are so desirous of having an elevator system established at an early date, that they have recently taken the matter into their own hands and, by co-operation, are raising £250,000 amongst themselves and purpose approaching the Commonwealth Government for assistance in the shape of a loan for £750,000 to enable them to immediately construct elevators necessary for a complete bulk handling system within the zone of Fremantle, the principal shipping port of the state.

The fine set of motion films (made available by the Publicity Branch of the Department of Trade and Commerce, Ottawa) depicting all the processes of bulk handling of wheat in Canada—from the farm to country and terminal elevators to shipment at ocean port—are now being extensively screened throughout Western Australia.

QUEENSLAND (BRISBANE) AND TASMANIA (HOBART).

From a grain elevator construction point of view, Queensland and Tasmania are unimportant as the production of wheat in these states is comparatively limited and in neither territory is there any prospect of the system of bulk handling being installed.

AUSTRALIAN CUSTOMS DECISIONS.

(British Board of Trade Journal)

The British Board of Trade have received from the Department of Trade and Customs, Melbourne, copy of the following Customs By-laws, amending the lists of articles which may be imported into the Commonwealth at the rates of duty leviable on recognized "minor articles" and "machine tools" (as the case may be), viz.:—

Minor Articles for Use in the Manufacture of Goods Within the Commonwealth.—

By-Laws Nos. 439, 441, 442, 445 *and* 446.

The following items are added:—

Harness and saddlery.—Chains:—
- Back.
- Backband or hook.
- Bellyboard with hook.
- Breeching.
- Curb, for bits.
- Hip strap.
- Hook or backband.
- Plough.
- Pole.
- Trace.
- Trace end.
- Tug.

[NOTE.—By-law No. 418, as amended by By-law No. 435, relating to the above articles, is cancelled.]

Razors.—Handles for.

Hats and caps.—Plain braids or plaits of any material for use in the manufacture of hats.

Apparel.—Plain braids of one colour and not exceeding 3 inches in width, but not including braids containing gold, silver or tinsel threads.

Parasols, umbrellas, and sunshades.—Materials for use in the manufacture of handles for.

Machine tools and Parts.—By-laws Nos. 438, 444 and 447. The following items are added:—

Metal working.—Billet-piercing machines for use in the drawing of metal tubes; shell-forging presses.
Miscellaneous.—Rollers for flour mills.

[NOTE.—Not including the motive power, engine combination, or power connections, if any, when not integral parts of the above machines.]

The rates of duty leviable on recognized "minor articles" and "machine tools" are:—

Under the British Preferential Tariff, Free.
Under the General Tariff, 10 per cent *ad valorem.*

IMPORTS INTO NEW ZEALAND, JANUARY TO APRIL, 1920.

TRADE COMMISSIONER W. A. BEDDOE.

Auckland, June 8, 1920.—The imports for the first four months show a satisfactory increase in certain lines specifically mentioned below, but upon all sides there are inquiries for Canadian goods of every description. The difficulty which is experienced from day to day is the impossibility of securing quotations for substantial orders. As an example an order for 3,000,000 feet of lumber has been within sight for several weeks and cables are constantly passing to secure quotations, so far without avail.

For the three months ended 31st March, 1920, the following motor cars entered New Zealand:—

Country of Origin.	Number.	Value £.
United Kingdom	56	39,940
Canada	1,943	245,286
Italy	1	150
United States	2,005	510,546
Total	4,005	795,922

General duty	10%	ad valorem.	£ 79,090
Additional preferential duty	10%	"	51,230
Primage duty	1%	"	7,892
Total duty			£138,212

NOTE.—The above figures include importations for the New Zealand Government, free of duty.

From the above it will be seen that in three months over 2,000 American cars landed in New Zealand at a cost of £510,546. During the same period 1,943 cars arrived from Canada, costing £245,286.

Imports into New Zealand.

Following are the values of the imports into New Zealand of some of the more important articles during the four months ending 30th April, 1919 and 1920:—

Soft Goods—	1920.	1919.
Apparel	£ 552,684	£ 510,027
Boots and shoes	235,394	162,970
Carpet and oilcloth	180,529	67,769
Drapery, n.o.e.	86,875	94,808
Hats and caps	85,353	66,410
Hosiery	99,724	198,127
Millinery	50,146	41,262
Canvas piece-goods	74,736	62,034
Cotton piece-goods	629,685	1,311,344
Linen piece-goods	12,690	24,453
Silk piece-goods	199,770	236,646
Woollen piece-goods	487,658	195,895

IMPORTS INTO NEW ZEALAND.—*Continued.*

Soft Goods—	1920.	1919.
Cement	1,861	304
Hardware	172,163	98,225
Iron—		
Bar, bolt, rod	106,788	18,201
Corrugated sheet	213,506	29,686
Fencing wire	47,555	55,444
Barbed wire	18,033	8,329
Pig and scrap	28,848	7,916
Pipes and fittings	83,193	108,003
Lead	19,202	8,729
Machinery—		
Dairy	20,087	46,188
Agricultural	53,457	52,577
Electric	226,167	178,144
Engines, gas, etc	22,018	21,804
Mining	10,627	6,128
Sewing	21,712	16,599
Nails	26,868	47,581
Railway and tram plant	88,411	27,025
Tin sheet and block	74,456	186,071
Tools	97,794	62,959
Foodstuffs—		
Confectionery	111,742	21,994
Fish, preserved	101,388	61,482
Fruit—		
Dried	214,723	22,728
Fresh	55,756	33,477
Flour	3	174
Grain, unprepared	188,331	192,830
Jams, jellies, etc	12,209	3,258
Milk, preserved	16,702	4,300
Onions	1,521	1,915
Pickles and sauces	7,666	4,057
Rice	36,577	17,013
Salt	42,286	55,129
Sugar	385,822	331,207
Beverages—		
Ale and stout	6,586	1,416
Spirits—		
Whisky	245,871	165,316
Other	49,266	33,847
Wine	70,402	22,544
Cocoa, coffee, etc	63,025	24,281
Tea	508,503	109,900
Miscellaneous—		
Bicycles (including motor)	75,340	23,243
Books, papers, music	148,526	94,144
Candles	6,577	14,483
Carbide of calcium	2,277	10,723
Coal	149,590	71,029
Cordage and twine	54,297	95,142
Cornsacks, woolpacks	93,586	113,811
China and earthenware	83,775	34,011
Glass and glassware	101,250	78,019
Furniture	20,864	12,268
Greases	5,306	8,466
India-rubber goods (not including tires)	19,589	14,829
Leather	170,475	82,303
Leather manufactures	79,613	34,902
Manures	96,030	56,519
Matches and vestas	19,190	9,177
Motor vehicles	930,489	227,412
Oils—		
Benzine, etc	377,670	278,984
Kerosene	94,181	35,097
Castor	6,265	460
Linseed	60,066	23,050
Turpentine	20,610	4,026
Other (specified)	51,548	69,380
Paints, colours, varnish	204,000	75,898
Paper—		
Printing	69,526	110,866
Other	48,556	134,737
Pianos	31,171	9,933

IMPORTS INTO NEW ZEALAND.—*Concluded.*

Miscellaneous—Con.	1920.	1919.
Seeds, grass, clover	49,604	29,650
Stationery	61,246	74,929
Tobacco	249,270	260,275
Cigarettes	250,798	235,808
Cigars and snuff	16,203	5,101
Timber, hewn and sawn	171,563	41,485
Specie	18,365	72,843
Total, all goods	£14,059,465	£10,545,883

COMPARISON OF AGGREGATES.

Following is a comparison of the aggregates of the different divisions of imports for the four months, 1920, 1919, 1918 and 1917:—

	1920.	1919.	1918.	1917.
Soft goods	£ 2,695,244	£ 2,971,745	£ 1,630,850	£ 1,760,361
Hardware	1,332,746	979,913	634,751	722,949
Foodstuffs	1,175,726	749,564	750,091	498,563
Beverages	943,663	357,304	567,890	323,896
Miscellaneous	3,821,141	2,370,160	1,854,632	1,896,193
Other goods	4,072,580	3,044,354	2,444,242	2,175,429
Total goods	£14,041,100	£10,473,040	£ 7,882,456	£ 7,377,337
Specie	18,365	72,843	40,000	40,928
Grand totals	£14,059,465	£10,545,883	£7,922,456	£7,418,265

The total imports of merchandise show an increase of £2,568,060, or 34 per cent over 1919, and the total is very nearly double the totals of 1918 and 1917. Each section of trade shares in this growth except soft good, which show a decline on the very heavy total of 1919. The total of import for the month of April amounted to £4,261,094, which is particularly heavy for a single month.

Soft goods exhibit a decrease of £276,000 or nearly 10 per cent on 1919, but the total is far ahead of the two preceding years. The chief cause of these fluctuations is the fact that cotton piece goods attained an extremely high level last year. Hosiery, drapery, linen and silk piece goods also show decline on the heavy totals of 1919, while woollen piece goods, boots and carpets show big increase this year.

The hardware section shows steady improvement, the increase for the latest year being £353,000. There are, however, decreases in fencing wire, iron pipes, dairying machinery, nails and tin. The increases in hardware, bar and corrugated iron are particularly heavy.

Foodstuffs show fairly heavy increase, chiefly in confectionery, fish, fruits, sugar and rice. These increases would be largely due to enhanced prices.

Beverages have a particularly heavy increase, in which each item shares. The two items, whisky and tea, account for two-thirds of the total. Whisky has an increase of 50 per cent over 1919, but is still slightly behind the level of 1918. The total of tea is nearly five times that of 1919 and over three times 1918 level. This is largely a price increase, the average value being about double 1919 and 1918. The separate figures for cocoa and coffee are: cocoa, 490,162 pounds, £58,375, and coffee, 74,453 pounds, £4,660.

The miscellaneous division continues to show considerable expansion over earlier years, in spite of decreases in the items. Motor vehicles account for half the increase in the total of this division, imports being particularly heavy.

INTERESTING FLUCTUATIONS.

Following are the quantities of imports of several lines:—

	1920.	1919.
Iron—		
Bar, bolt, rod..ton.	4,627	544
Corrugated sheet..cwt.	101,152	12,491
Fencing wire..ton.	1,621	1,853
Barbed wire.."	577	268
Pig and scrap.."	2,810	854
Pipes and fittings.."	2,010	3,103
Wire nails..cwt.	15,920	21,327,
Fish, preserved..lb.	1,821,405	1,412,269
Rice..cwt.	13,346	18,810
Ale and stout..gal.	14,901	3,515
Whisky.."	182,964	149,254
Tea..lb.	6,244,055	2,743,119
Candles.."	180,775	459,697
Matches..gross.	24,985	38,031
Carbide of calcium..ton.	89	376
Motor vehicles..number.	4,705	1,425
Benzine, etc..gal.	4,041,829	3,450,786
Kerosene.."	1,515,611	867,132
Linseed oil.."	116,167	64,837
Turpentine.."	76,085	25,181
Leather..lb.	364,604	248,094
Printing paper..cwt.	54,115	72,992
Pianos..number.	535	215
Tobacco..lb.	986,632	1,237,599
Cigarettes.."	421,410	520,320

A comparison of these quantities with the values of imports of some lines gives a very good indication of the fluctuations in values. It must be remembered, however, that the values given are at port and time of shipment, plus 10 per cent.

EXPORTS OF CAMPHOR FROM FORMOSA.

The following statement regarding the exports of camphor from the Island of Formosa in 1918 were furnished to the office of the Canadian Government Trade Commissioner in Japan by the Government Camphor Monopoly Bureau:—

Destination—	Amount.
England..lb.	408,000
France.."	172,000
America.."	1,142,450

ACTIVITY OF EUROPEAN MOTOR TRUCK COMPANIES IN SPAIN.

(Consul Maurice L. Stafford, Santander, in United States Commerce Reports.)

Unusual activity among agents for European motor trucks has been noted in this consular district, especially in this city and in the mining localities. The absence of American trucks is commented upon. In the past few months but one has been seen here. French, Italian, and British makes have made their appearance, and recently a number of German lorries which had been used in the war were brought here.

The agent for a British type of heavy truck has just announced the sale of ten to a mining company for hauling ore, the railroad being unable to furnish sufficient cars.

Mining districts of the provinces of Oviedo (Asturias) and Palencia and the port cities of Santander and Gijon should be good fields for agencies.

One handicap to be overcome is the high price of petrol. As low-grade petroleum fuel, what is known in the United States as distillate, is not obtainable here, ordinary gasoline, such as is used in pleasure cars, is consumed, making the operating cost high.

It is expected, however, that the promised extension of a local refinery to provide fuel for oil-burning ships will also be of benefit to users of motor trucks.

BELGIAN TARIFF INCREASED: "THE COEFFICIENTS OF INCREASE."

A Bill affecting the Belgian Customs Tariff duties passed by the Chamber of Representatives on May 12, and by the Senate on June 8, has now been enacted as a law (dated 10th June) and was promulgated in the *Moniteur Belge* for 14th and 15th June.

CUSTOMS DUTIES INCREASED.

In virtue of the above-mentioned law, says the *British Board of Trade Journal*, a Royal Decree has been issued, dated 12th June, and published in the *Moniteur Belge* for 19th June, which establishes "coefficients of increase" for most of the goods which are subject to specific rates of Customs duty under the Belgian Tariff. The present decree became effective on 21st June, and will cease to be in force on 15th June, 1921.

The following statement shows the classes of merchandise on which the duties are now increased, together with the "coefficient of increase" which is to be applied in each case to the rates of duty set out in the Tariff. The *ad valorem* duties are not affected by the present measure.

No. in Customs Tariff.	Articles.	Coefficient of Increase.
5	Beer and other fermented beverages, not specially mentioned (in the tariff)—	
	In barrels	3
	In bottles	3
ex 6	Wood—	
	Oak and walnut, sawn or planed	2
	Wood for building, other than oak or walnut—	
	Sawn, other than beams	1.5
	Planed	2
	Cabinet-makers' wood, other than oak and walnut—	
	In the bark or not sawn	2
	Sawn	3
	Planed	3
	Various woods—	
	Poles and pieces of unbarked or unsawn wood, less than 75 cm. in circumference at the thickest end	2
	Worked wood—	
	Casks, fitted together, or not	2
7	Candles	2
ex 8	Cocoa prepared	2
ex 9	Coffee, roasted	2
ex 10	Rubber tires	2
ex 14	Edible preserves—	
	Preserves with sugar—	
	Containing 20 per cent of sugar or less	2
	Other goods	3
	Containing more than 20 per cent and up to 50 per cent of sugar	2.5
	Containing more than 50 per cent of sugar—	
	Artificial honey	1.5
	Other goods	3
	Vegetables preserved, in tins or bottles	2
	Other preserves (excepting preserves in spirit)	2
22	Spices	3
ex 24	Yarns of—	
	Cotton, single or twisted	1.5
	Cotton mixed with at least 20 per cent of wool, the cotton predominating in weight	1.5
	Wool	1.5
	Goat, alpaca, llama, vicuna and camel-hair	1.5
	Prepared for retail sale—	
	Cotton, wool, linen and ramie	2
	Silk, waste silk and artificial silk	3
	Hemp and other yarns not specified in the tariff	2
ex 25	Fruits—	
	Almonds, bananas, lemons, oranges and figs	2
	Fresh fruit other than apples	3
	Dried fruits—	
	Pears and other pip fruits, not specified in the tariff, other than for table purposes	2
	Other dried fruits, except cores and peels of apples	3

CUSTOMS DUTIES INCREASED.—*Continued.*

No. in Customs Tariff.	Articles.	Coefficient of Increase.
ex 26	Cereals—	
	Oats and oatmeal	1.5
	Malt	3
ex 27	Clothing, underclothing, and readymade articles of all kinds—	
	Hosiery of cotton and of wool	2
	Hosiery of pure silk and of mixed silk	3
	Other hosiery	2
	Caps and berets—	
	Of silk	3
	Of pure wool and other materials	2
31	Yeast or leaven	2
ex 33	Machines, implements and tools—	
	Machine belting	2
	Other—	
	Of cast-iron, iron or steel	3
	Of aluminium, copper, or any other material	2
ex 38	Smallwares—	
	Matches—	
	Wax	3
	Other	2.5
	Cork stoppers	2.5
ex 39	Metals—	
	Aluminium—	
	In plates or sheets, cut in round shapes or according to specification	2
	In pieces, simply cast	2
	Copper and nickel—	
	Hammered, drawn or rolled	1.5
	Iron and steel—	
	Cast-iron, worked up	2
	Iron, hammered or rolled, and steel in bars or sheets	1.5
	Steel wire for the manufacture of ropes and cables	2
	Wire or rods of iron or steel—	
	Of 5mm. or more in diameter or thickness	1.5
	Of less than 5 mm. in diameter or thickness	2
	Of any diameter or thickness, coppered, nickelled, tinned, lead-coated, or zincked (galvanized)	2
	Tubes and pipes of iron or steel	2
	Iron and steel, wrought	2
	Iron, coppered, nickelled, lead-coated or zincked (galvanized) unwrought	2
	Tin and lead, hammered, drawn or rolled	2
41	Honey	1.5
ex 42	Watches and watch cases	3
45	Gingerbread	2
ex 46	Paper—	
	Wall paper—	
	Velveted, metalled, stamped, varnished, imitation leather; lincrusta	3
	Other	2
	Cardboard in sheets or pieces, weighing at least 300 grammes per square metre	1.5
	Paper and cards for photography; parchment paper, flimsies (for copying), paper for "oscose"; paper decorated, silvered, or metalled; cigarette paper in reams or rolls; crinkled paper, paper called silk paper; writing paper, cards and envelopes; paper books, note books, registers and other paper, and cardboard shaped or cut out for a particular purpose	3
	Other paper, except newsprint paper	2
ex 48	Skins, varnished or lacquered	1.5
	Furskins, prepared	3
ex 50	Fish, preserved—	
	In tins, pots, crusts or other similar receptacles—	
	Caviare	3
	Other	2
	Imported otherwise and prepared with substances subject to customs or excise duty	2

CUSTOMS DUTIES INCREASED.—*Continued.*

No. in Customs Tariff.	Articles.	Coefficient of Increase.
ex 51	Earthenware—	
	Terra-cotta—	
	Tiles, varnished or enamelled, and interlocking tiles..	1.5
	Paving and building tiles of all kinds—	
	Ceramic tiles and slabs of fine clay or stoneware, tiles of compressed cement..	1.5
	Tiles of faience or porcelain..	1.5
	Common earthenware, not specially mentioned in the tariff..	2
52	Gunpowder..	1.5
ex 53	Chemical products—	
	Liquefied carbonic acid, acetic ether, and sulphuric ether..	3
ex 54	Capsules of tin, lead, or tin and lead alloy, for bottles, pots, and other receptacles..	2
	Cork, ground up and mixed with other materials, in the form of bricks, tiles, panels, boards, envelopes for the outside lining of pipes, and other articles of like compostion for building or industrial purposes..	2
ex 55	Typographical products—	
	Typographical impressions..	2
	Lithographs, chromolithographs, photolithographs, chromotypographs, phototypographs, phototypes, zincographs, or other reproductions of drawings or engravings on wood, metal or stone, not specially mentioned in the tariff..	2
	Albums and picture or drawing books..	2
59	Soap—	
	Scented or toilet soaps—	
	Common..	2
	Soap creams, hard shaving soaps, liquid soap and powdered soap, imported in small receptacles (boxes, tubes, cases, flasks, small pots, etc.), not exceeding 250 grammes in weight..	3
	Soap creams and liquid soaps, imported in receptacles weighing more than 250 grammes..	3
	Medicinal soaps..	3
	Soap in balls, bricks or cakes, imported in boxes containing not more than three pieces; wrapped soaps; soap in flakes..	3
	Articles not specially mentioned in the tariff..	3
	Other soaps..	2
ex 64	Cotton fabrics—	
	Fabrics, plain, twilled and ticked, weighing 3 kilogrammes and more per 100 square metres..	2
	Fabrics, plain or twilled, weighing less than 3 kilogrammes per 100 sq. metres..	2
	Piques, dimity, figured, damasked, and *"brillianté"* fabrics, weighing 3 kilogrammes or more per 100 sq. metres..	2
	Shawls and scarves..	2
	Counterpanes of figured fabrics of the goffered, pique, rep, and similar styles..	2
	Blankets..	2
	Felts, not specially mentioned in the tariff..	2
	Wicks, woven or plaited..	2
	Figured (*broché*) muslin..	3
	Trimmings and ribbon-makers' wares..	2.5
	Carpets and tapestry..	2.5
	Tulles and other mesh fabrics, not specially mentioned in the tariff..	2.5
	Cotton velvets..	2
	Velvets and plushes not specially mentioned in the tariff..	2.5
	Hosiery fabrics..	2
	Fabrics of cotton mixed with silk, the cotton predominating in weight..	3
	Fabrics of cotton, silk, and one other textile material, the cotton predominating in weight..	3
	Fabrics for clothing or furnishing, not specially mentioned in the tariff..	2

CUSTOMS DUTIES INCREASED.—*Continued.*

No. in Customs Tariff.	Articles.	Coefficient of Increase.
ex 64	Cotton fabrics—*Con.*	
	Woollen fabrics—	
	Shawls and scarves—	
	Of pure wool	2
	Of wool mixed with silk, the wool predominating in weight	3
	Other	2
	Blankets	2
	Lace and guipures; tulles and netted mesh fabrics	2.5
	Furnishing stuffs	2.5
	Felts, not specially mentioned in the tariff	2
	Lastings (Serge de Berry) for the manufacture of boots and shoes	2
	Strips and bands of felt for the manufacture of boots and shoes	2
	Trimmings and ribbon-makers' wares	2.5
	Carpets, and table and like covers of wool—	
	Floor carpets—	
	With knotted or twisted pile	3
	Printed	2.5
	Other	2.5
	Table covers—	
	Mixed with silk	3
	Other	2.5
	Velvets and plushes	2.5
	Woollen fabrics weighing less than 200 gramme per sq. metre—	
	Mixed with silk, the wool predominating in weight	3
	Other	2
	Woollen fabrics, mixed with silk, not specially mentioned in the tariff	3
	Hosiery fabrics	2
	Shoddy, weighing 200 grammes or more square metre	2
	Fabrics of pure wool not elsewhere specified or included (in the tariff)	2
	All other fabrics	2
ex 64	Fabrics of linen, hemp and jute—	
	Carpets of jute and wool, the jute predominating, with or without admixture of other textile materials	2.5
	Fabrics of jute, unbleached, pure or mixed, plain or twilled.	2
	Fabrics of silk—	
	All silk fabrics, except handmade lace, which is admitted freely in virtue of the Customs Tariff	3
	Oiled cloths of all kinds—	
	Linoleum for floors	2
	Linloeum for tapestry	3
	Pegamoid and similar products	2
	Oilcloths (*toiles cirées*)	2
ex 66	Glass and glasswares—	
	Bottles, vials, demi-johns or carboys	2
	Wickered demi-johns or carboys	2
	Common glassware	2
ex 67	Game and poultry, dead	2
	Pâtés de foïe gras and preserves of game or poultry	3
68	Vinegar and acetic acid—	
	Vinegar and liquid acetic acid	2
	Crystallized acetic acid	2
69	Wines	3*
ex 70	Vehicles—	
	Motor cycles	3
	Automobiles—	
	Chassis, with or without engine, with or without body, weighing—	
	Less than 2,000 kilogrammes	3
	From 2,000-4,000 kilogrammes exclusively—	
	For passengers	3
	Other	2.5
	4,000 kilogs. or more	2.5

* The coefficient is applicable solely to the excise duties of 20 francs and 60 francs per hectolitre, to which foreign wines are subject on their entry into Belgium.

CHANGES IN FRENCH "COEFFICIENTS OF INCREASE."

(Cablegram from Commercial Attaché W. C. Huntington, Paris, in United States Commerce Reports.)

A decree of June 27, 1920, published in the *Journal Officiel* of July 2, establishes the following tariff coefficients: (Item ex175) marble, including that suitable for statuary, sawed less than 16 centimetres thick, coefficient, 2 (formerly 0); same carved, polished, etc., coefficient, 3 (formerly 0); (item ex301 bis, ter) pencil leads, plumbago, coloured, copying, pastel, and red chalk, coefficient, 3 (formerly 0); (item 596) brooms of sorghum, coefficient, 2·5 (formerly 1·5); same of camelina, 1·5 (no change); (item 567) tubes of iron or steel, butt-welded, with an internal diameter of from 14 to 16 millimetres, external diameter from 26 to 28 millimetres, coefficient removed (formerly 3).

REDUCED IMPORT DUTIES ON GOODS TO BE RE-EXPORTED IN FRANCE AND ALGERIA.

(British Board of Trade Journal).

The *Journal Officiel* (Paris) for 15th June contains a Decree, dated 14th June, which provides that certain goods imported into France and Algeria for the purpose of further working and re-export may be admitted at the normal tariff rates of duty, *i.e.*, the import duty *not* multiplied by the relevant "coefficient of increase." A translation of the decree and of the list attached thereto is given below:—

Article 1.—The goods in the list attached to the present decree (see below) intended to be re-exported after having been transformed, worked or re-packed, may be imported at the rates of duty specified in the French Customs Tariff, *not augmented by the coefficients of increase,"* subject to the general regulations fixed by Article 5 of the Law of 5th July, 1836, and to the special regulations set out below.

Article 2.—The importers must give an undertaking, under bond, to re-export the goods, after working or re-packing, within a period of six months. This period may be extended in certain circumstances.

Article 3.—The entry declarations must mention, in addition to the indications required on declarations for consumption, the characteristics of the goods and all indications necessary to ensure their identification when re-exported.

Article 4.—Import and export may only take place at ports and customs offices open either for transit traffic or for the customs clearance of goods taxed at a rate higher than 20 francs per 100 kilograms.

Article 5.—The rates of yield of the manufactured produce, and the allowance to be granted for waste in re-working, under the payment of the normal duty, will be fixed by the Minister of Finance, or, in the case of dispute, by joint decision of the Ministries of Finance and Commerce, after consulting the Consultative Committee of Arts and Manufactures.

Article 6.—The goods are to be identified by means of stamping, marking, the affixing of lead or wax seals, or, if necessary, by the taking of samples.

Article 7.—The regime laid down in the foregoing articles may be extended in the same way, and on condition that identification can be assured, to all goods subject to "coefficients of increase," on the request of the interested parties, who will have to furnish the necessary proofs.

Goods which, under the "temporary admission" regime, are exempt from the ordinary customs duties, are also exempt from the increased duties resulting from the application of the "coefficients of increase."

List of goods admitted at ordinary Tariff rates of duty, subject to re-exportation after re-working (appended to Decree of 14th June).

Tinplate, in sheets, for making into boxes, capsules and other wares.
Wire of copper, bronze or brass, for wire-drawing mills, or for the manufacture of metallic gauze.
Yarn of floss silk for re-twisting or throwing.
Hosiery fabrics for the manufacture of gloves.
Cotton fabric for the manufacture of tires.
Fabrics for making clothing and lingerie.
Fabrics to be embroidered.
Embroidered designs for ornamenting picture postcards.
Paper for books and periodicals.
Porcelain, brushmakers' wares, wicker wares, lacquered plates, boxes of lacquered wood from China and Japan, to be re-packed.

TAXATION UNDER THE NEW FRENCH BUDGET PROPOSALS.

The new French Budget proposals which passed the Chamber of Deputies, having been amended by the Senate, are now being reconsidered by the Chamber of Deputies. The following notes from the *British Board of Trade Journal* give an indication of the provisions of the measure (as passed by the Senate), so far as they have a direct bearing on the taxation of goods imported into France:—

TAX OF 1½ PER CENT ON IMPORTS.

Articles 52-73 of the Bill provide for the levy of a tax on the turnover of all persons exercising trade or professions, with various exceptions. As regards traders, the tax of 1 per cent of the turnover (i.e., the amount of the sales made), proposed by the Chamber of Deputies, is increased, under the Senate proposals, to 1½ per cent. In the case of "articles of luxury" (to be specified by Decree) it is to be 10 per cent. In order to place merchants and private individuals who make purchases abroad as far as possible on an equality with those who make purchass in France, it is proposed under Article 69 that imported goods shall be subject, whoever be the importer, to a tax of 1½ per cent assessed on the value of the goods (includng the Customs duty, consumption duty, and circulation tax), or in the case of goods classed as "articles of luxury" and destined to persons other than merchants, to a tax of 10 per cent. Further, in the case of the sale of goods to a person outside France, when the goods are not exported but delivered in France on account of the said person to a third party, to whom they are resold, such sales shall be assimilated to imports, and the person carrying out the operation must pay, in addition to the tax of 1½ per cent applicable to this operation, a second tax of 1½ per cent or of 10 per cent (according to the quality of the third party who has taken delivery and to the nature of the goods). Business connected with sale or brokerage operations on goods exported will not be subject to these taxes of 1½ per cent and 10 per cent, but exceptions may be made, in the case of certain "luxury goods," subject to the 10 per cent tax.

CUSTOMS DUTIES ON GROSS WEIGHT.

At present French Customs duties are, generally speaking, levied on net weight when the rate of duty is greater than 10 francs per 100 kilograms. Article 75 of the present Bill proposes that duties shall only be assessed on the net weight when the rate of duty is in excess of 60 francs per 100 kilograms in the "General" Tariff, and 30 francs per 100 kilograms in the "Minimum" or "Intermediate" Tariff (the rates quoted being the normal duties, without the addition of any "coefficient of

increase" which may be applicable). When the packing of goods dutiable on gross weight is itself dutiable, duty shall only be assessed thereon separately when the duty on the packing is more than 10 per cent greater than that on the contents.

This new provision is to be applicable to machines and machinery, and pieces and parts of machines, as well as to articles taxed on "half-gross" weight (*poids demi-brut*), i.e., the weight of the goods and of the interior packing. Yarns, thread and twine are to pay duty on the weight of the goods and the immediate interior packing.

The new regulation is not, however, to apply to:—Compressed or liquefied gases; sugar and its derivatives; mineral oils (crude, refined, spirit, heavy oils and residues) which are to continue to be assessed as at present.

MISCELLANEOUS CUSTOMS PROVISIONS.

The Bill also contains (Article 74) provisions designed to prevent the evasion of payment of duties, by preventing professional Customs declarers making false or incomplete declarations of the weight or kind of goods. The rights of the Customs authorities to demand and inspect documents are extended for this purpose.

Other provisions (Articles 76-8) propose new or increased taxes for the affixing of Customs seals and stamps on Customs documents and "droits de permis" on declarations of goods.

Other provisions under which a weight allowance (of 5 or 3 per cent) was allowed for salt on account of waste or evaporation (?) is to be suppressed (Article 79), so that duty will in future be paid on salt on the actual weight without the percentage deduction at present allowed.

ITALY DOES NOT REQUIRE CERTIFICATES OF ORIGIN FROM CANADA.

According to a circular issued by the Italian Ministry of Finance, no goods can be admitted by the Italian Customs subject to the conventional duty unless accompanied by a certificate testifying that the goods originate from one of the countries admitted to the favoured-nation treatment.

According to the regulations actually in force the Customs may refrain from requesting the said certificate in the following cases:—

1. In the case of goods coming directly from non-European countries situated beyond Suez and Gibraltar, with which the original bills of lading are presented showing the destination as Italy.

2. In the case of goods which are a characteristic speciality of a given country, or almost a monopoly of that country, such as typical wines, Spanish "Salacchini," English herring, etc. In this case, however, if requested by the Customs, the original invoice must be shown.

Sir Edward Capel Cure, commercial counsellor at the British Embassy, Rome, replying to an inquiry from the office of the Canadian Trade Commissioner in Milan, said that he had been officially informed that no certificate of origin is now required in the case of goods coming directly from Canada.

INCREASE IN ARGENTINE IMPORT DUTIES.

(United States Commerce Reports.)

Consul General W. H. Robertson has cabled from Buenos Aires, under date of July 8, 1920, to the effect that a new tariff law was promulgated in Argentina on July 6, effective July 7, 1920. This law provides an increase of 20 per cent in all nominal valuations, the percentage of duty to remain unchanged. This is equivalent to an increase of 20 per cent in the duty on all imported articles.

BELGIAN LINEN INDUSTRY.

Reviewing the present situation in the Belgian linen industry, an American consular report states that before the war there were in Belgium twenty-eight flax-spinning factories; thirteen of these were located at Ghent, three at Roulers, two at Tournai, two at Courtrai, and one in each of the cities of Liége, Malines, Lokeren, Ledeberg, Eyne, Zele, Bonlez and Chaumont-Gistoux. The greater number of these factories suffered heavily during the war through the confiscation of large quantities of valuable raw materials and manufactured products, the partial or total destruction of machinery and equipment, the destruction of power plants and transmission systems, the removal of copper fittings, and the general damage done to factories by four years of inactivity without care. Four plants were completely destroyed and their machinery reduced to scrap iron by the Germans. Of the remaining twenty-four, three were so badly damaged that they have not yet been able to resume operations. The rest are now maintaining at least partial production, although badly hampered by lack of capital, damages to the plants, the difficulty of recovering machinery taken into Germany, the shortage of labour, and the loss of large numbers of their skilled workmen, who have emigrated or gone into other trades. The chief obstacle to normal production, however, is the shortage of flax. The collapse of the Russian market, which formerly supplied three-fourths of the world's flax, has occasioned a universal shortage, and at the same time deprived the Belgian mills of their main source of supply. An attempt is now being made to utilize the finer grades of flax in Belgian factories, as there seems to be no prospect of obtaining Russian flax for some time to come. It has been found, however, that the limited supply of French, Dutch and Irish flax is being bought up by foreign competitors who have a more favourable rate of exchange, and can afford to pay higher prices than the Belgian mills. In consequence of the ruin of a large flax-producing area within or near the battle-front district in Western Flanders, the amount of flax now produced in Belgium is not sufficient for domestic needs. As a result of this flax shortage, prices are increasing at an alarming rate, and Belgian flax-spinning plants are now operating only about 40 per cent of their pre-war equipment. Other machines are ready, however, and could be put in operation if flax could be obtained. Before the war Belgian flax-spinning plants employed about 16,000 men; at present the number is 9,500.

THE PORT OF SINGAPORE.

Singapore, East India, a British possession consisting of a small island and a strongly fortified seaport city, the capital of the Crown colony of the Straits Settlements, off the southern extremity of the Malay peninsula, commanding the eastern entrance to Malacca strait, the chief route to the Far East. The island is 27 miles long by 14 wide, with an area of 217 square miles, separated from the southern extremity of the Malay peninsula by a strait three-quarters of a mile in width.

The city of Singapore is well built, has a sea frontage of about six miles and a fine harbour wth extensive docks and wharves. The port is free to vessels of all nations, without charges on exports and imports, and it has become the commercial entrepôt of southern Asia and the Indian archipelago. Vessels drawing up to 45 feet can discharge and load with ease and despatch alongside wharves and jetties at all times. The value of the imports in 1917 was £61,596,036, and of exports £57,382,366. The total tonnage entered and cleared exceeds 17,000,000 tons. The imports are general and the exports consist of zambier, copper, tin, and all kinds of tropical goods.

The population of the island of Singapore, which is mainly Chinese, with a sprinkling of Malays and East Indians, and 4,000 whites, is about 235,000, of whom about 193,000 are in the municipality.

The illustration on the cover of this number of the *Weekly Bulletin* gives a view of Tanjong Pagar Dock, Hong Kong.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Public Terminal Elevators, Interior Terminal Elevators, Country Elevators in Western Division, and at Public Elevators in the East; also U.S. Atlantic Seaboard Ports.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending July 9, 1920.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C.P.R.	27,010	11,615	25,576	.....	14,873	79,074
Empire Elevator Co.	54,292	4,772	46,022	16,283	5,169	126,538
Consolidated Elevator Co.	63,414	6,288	19,810	70,431	1,980	161,923
Ogilvie Flour Mills Co.	341,036	25,654	12,079	.....	4,264	383,033
Western Terminal Elevator Co.	20,645	2,182	105,127	25,658	1,046	154,658
G. T. Pacific	48,048	45,487	23,473	35,254	3,192	155,454
Grain Growers' Grain Co.	100,257	49,815	45,741	.....	6,914	202,727
Fort William Elevator Co.	21,838	30,710	4,169	18,975	6,253	81,945
Eastern Terminal Elevator Co.			Closed.			
Northwestern Elevator Co.	144,015	30,424	24,323	43	2,136	200,941
Port Arthur—						
Port Arthur Elevator Co.	168,812	40,019	24,787	1,047	16,451	251,116
Sask. Co-op. Elevator Co.	190,534	69,940	58,527	115,622	4,387	439,010
Canadian Government Elevator	194,734	44,682	39,279	91,082	6,503	376,280
Thunder Bay	142,083	68,812	15,350	19,414	1,910	247,569
Davidson and Smith	31,852	6,145	7,693	.....	222	45,912
Eastern—Richardson	59,848	20,332	36,071	17,541	798	134,590
Total Public Terminal Elevators	1,608,418	456,877	488,027	411,350	76,098	3,040,770
Total Private Terminal Elevators	401,061	94,437	32,203	82	.....	527,783
Saskatoon Can. Govt. Elevator	1,409,428	24,808	325	19,241	.....	1,453,802
Moosejaw Can. Govt. Elevator	1,246,758	14,996	1,503	13,358	.....	1,276,615
Calgary Can. Govt. Elevator	914,695	267,783	18,412	68	7,006	1,207,964
Vancouver Can. Govt. Elevator	7,590	.....	.....	.....	.....	7,590
Total Interior Terminal Elevators	3,578,471	307,587	20,240	32,667	7,006	3,945,971
Depot Harbour			None	in store.		
Midland—						
Aberdeen Elevator Co.	22,500	.....	50,674	.....	.....	73,174
Midland Elevator Co.	798,239	4,416	.....	.....	.....	802,655
Tiffin, G.T.P.	153,440	40,198	.....	.....	.....	193,638
Port McNicoll	289,490	3,232	123,535	.....	.....	416,257
Collingwood	.....	.....	.....	.....	.....	–
Goderich—						
Elevator and Transit Co.	701,781	94,228	33,667	.....	.....	829,676
West Can. Flour Mills Co., Ltd.	189,798	.....	.....	.....	.....	189,798
Toronto—						
Campbell Flour Mills Co.	54,392	5,495	4,265	.....	.....	64,152
Kingston—						
Montreal Transportation Co.	.....	.....	.....	.....	.....	–
Commercial Elevator Co.	.....	.....	Not	reported.		
Port Colborne Dom. Govt. Elevator	.....	.....	.....	.....	.....	–
" " Maple Leaf Milling Co., Ltd.	883,683	.....	.....	.....	.....	883,683
Prescott	.....	.....	.....	.....	.....	–
Montreal—						
Harbour Commissioners Nos. 1 and 2.	1,776,016	433,743	651,110	.....	16,889	2,877,758
Montreal Warehousing Co.	745,224	5,727	45,759	.....	.....	796,710
Ogilvie Flour Mills Co.	25,488	.....	.....	.....	.....	25,488
Quebec Harbour Commissioners	.....	13,382	.....	.....	.....	13,382
West St. John, N.B., C.P.R.			None in	store.		–
St. John, N.B., Can. Nat. Rys.			None in	store.		–
Halifax, N.S., "			None in	store.		–
Total Public Elevators	5,640,051	600,421	909,010	.....	16,889	7,166,371
*Country Elevators	3,255,415	2,055,339	1,040,468	381,291	.....	6,732,513
*U. S. Atlantic Seaboard Ports—						
Portland, Me.	10,330	573,446	34,657	.....	36,286	654,719
Baltimore, Md.	.....	.....	.....	.....	3,488	3,488
Total U.S. Atlantic Seaboard Ports	10,330	573,446	34,657	.....	39,774	658,207
Total quantity in store	14,493,746	4,088,107	2,524,605	825,390	139,767	22,071,615

*Week ending June 2, 1920.

Grades of Canadian Wheat, Oats, Barley, and Flax in Store at Public Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East for the week ended July 9, 1920.

Grades.		Terminals.	Interior Terminal Elevators.	Public Elevators Eastern Division.	Totals.
		Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard					–
No. 1 Northern		363,657	2,143,063	1,590,024	4,096,744
No. 2 Northern		294,698	668,502	1,493,644	2,456,844
No. 3 Northern		296,166	244,514	860,487	1,401,167
No. 4 Wheat		78,143	19,174	387,280	484,597
No. 5 Wheat		40,898	17,756	72,987	131,641
No. 6 Wheat		5,430	28,228	55,787	895,445
Other		529,426	457,234	1,179,842	2,166,502
Totals		1,608,418	3,578,471	5,640,051	10,826,940
Oats—					
No. 1 C.W					–
No. 2 C.W		76,361	18,509	168,106	262,976
No. 3 C.W		131,111	18,700	41,741	191,552
Ex. No. 1 Feed		19,596	55,072	5,197	79,865
No. 1 Feed		27,859	33,897	19,268	81,024
No. 2 Feed		74,865	23,412	105,446	203,723
Other		127,085	157,997	260,663	545,745
Totals		456,877	307,587	600,421	1,364,885
Barley—					
No. 3 extra C.W					–
No. 3 C.W		71,115	4,195	204,221	279,531
No. 4 C.W		363,932	4,486	290,066	658,484
Feed		24,431	6,000	243,658	274,089
Rejected		7,432	1,957	100,461	109,850
Other		21,116	3,602	70,604	95,322
Totals		488,026	20,240	909,010	1,417,276
Flax—					
No. 1, Northwestern Canada		208,931	2,215		211,146
No. 2, C.W		57,676	2,732		60,408
No. 3, C.W		78,395	8,792		87,187
Rejected			4,472		4,472
Other		66,347	14,456		80,803
Totals		411,349	32,667		444,016
Rye—					
No. 1 C. W					–
No. 2 C.W		54,260			54,260
No. 3 C.W					–
No. Grade		2,904			2,904
Rejected		9,520	7,006		16,526
Other		9,413		16,889	26,302
		76,097	7,006	16,889	99,992
Total quantity in store		3,040,767	3,945,971	7,166,371	14,153,109

Wheat and other Grain in Store at Public Terminal Elevators, Interior Terminal Elevators, Country Elevators, and Public Elevators in the East, also United United States Atlantic Seaboard Ports, on July 9, 1920, with comparisons for five years.

	Wheat.	Other Grain.	Total.
July 9, 1920—	Bushels.	Bushels.	Bushels.
Public Terminal Elevators	1,608,418	1,432,352	3,040,770
Private Terminal Elevators	401,061	126,722	527,783
Interior Terminal Elevators	3,578,471	367,500	3,945,971
*Country Elevators	3,255,415	3,477,098	6,732,513
*U. S. Atlantic Seaboard Ports	10,330	647,877	658,207
Public Elevators in the East	5,640,051	1,526,320	7,166,371
Total	14,493,746	7,577,869	22,071,615
July 11, 1919—			
Terminal Elevators	1,553,599	4,182,674	5,736,273
Interior Terminals	453,128	715,815	1,168,943
Public Elevators in the East	6,547,290	3,105,015	9,652,305
Total	8,554,017	8,003,504	16,557,521
July 12, 1918—			
Terminals Elevators	107,205	6,176,659	6,283,864
Interior Terminals	225,548	1,343,382	1,568,930
Public Elevators in the East	3,683,445	5,515,907	9,199,352
Total	4,016,198	13,035,948	17,052,146
July 13, 1917—			
Terminal Elevators	8,220,950	5,933,940	14,154,890
Interior Terminals	478,144	292,641	770,785
Public Elevators in the East	3,843,148	7,302,174	11,145,322
Total	12,542,242	13,528,755	26,070,997
July 14, 1916—			
Terminal Elevators	13,196,923	6,965,060	20,161,983
Interior Terminals	1,049,337	335,047	1,384,384
Public Elevators in the East	4,609,123	6,319,834	10,928,957
Total	18,855,383	13,619,941	32,475,324
July 15, 1915—			
Terminal Elevators	2,168,364	1,876,026	4,044,390
Interior Terminals	131,469	127,732	259,201
Public Elevators in the East	786,647	2,088,090	2,874,737
Total	3,086,480	4,091,848	7,178,328

*Week ending July 2, 1920.

OSMIRIDIUM IN TASMANIA.

(London Chamber of Commerce Journal.)

The Government Assistant Geologist of Tasmania has issued an interesting preliminary report upon the occurrence of that rare mineral osmiridium (which is now worth £40 per ounce) in Tasmania. He states that nowhere outside Russia and Tasmania has it been found, nor does it occur, except in Tasmania, in sufficiently concentrated form to become the sole object of search. In this respect its occurrence in Tasmania is unique, because the more important deposits in Tasmania are found from one end to the other of the great serpentine belt, which is over thirty miles in length, extending in almost an unbroken line from Ninteen-mile creek, in the Hazelwood district, through the Wilson river and Renison Bell districts, southward beyond Mount Dundas. The production in Tasmania in 1917 was valued at £45,000, and in 1919 considerably more.

Receipts and Shipments of the different kinds of Canadian Grain at the Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in the Western Division, and Public Elevators in the East; also U.S. Atlantic Seaboard Ports for the week ending July 9, 1920.

PUBLIC TERMINAL ELEVATORS.

		Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.
Receipts	Rail	820,358	296,712	82,871	80,154	10,109	.....	1,290,286
Shipments	Vessel	712,904	50,384	111,437	.....	.....	.....	874,725
	Rail	68,186	81,561	20,283	.....	.....	.....	170,030

PRIVATE TERMINAL ELEVATORS.

Receipts	Rail	276,220	146,650	22,117	.....	.....	.....	444,987
Shipments	Vessel	137,843	11,899	.....	.....	.....	.....	149,742
	Rail	48,239	137,266	14,459	.....	.....	.....	199,964

INTERIOR TERMINAL ELEVATORS.

Receipts	Rail	11,234	79,195	2,144	13,184	4,019	.....	109,776
Shipments	Rail	497,380	31,332	1,196	1,071	2,703	.....	533,682

COUNTRY ELEVATORS WEST DIVISION.

Receipts	Rail	476,076	610,621	163,294	81,939	.....	.....	1,331,930
Shipments	Rail	894,937	855,595	141,012	109,444	.....	.....	2,000,988

PUBLIC ELEVATORS IN THE EAST.

GEORGIAN BAY PORTS.

Receipts	Vessel	714,303	51,986	.....	.....	.....	.....	766,289
Shipments	Rail	1,050,983	95,245	22,550	.....	.....	.....	1,168,778

LOWER LAKE PORTS.

Receipts	Vessel	454,963	.....	.....	.....	.....	.....	454,963
	Rail	.....	5,495	.....	.....	.....	.....	5,495
Shipments	Vessel	305,504	.....	.....	.....	.....	.....	305,504
	Rail	119,777	.....	2,736	.....	.....	.....	122,513

ST. LAWRENCE PORTS.

Receipts	Vessel	236,820	.....	.....	.....	.....	.....	236,820
	Rail	724,290	149,886	54,877	.....	.....	.....	929,053
Shipments	Vessel	1,513,856	.....	.....	.....	.....	.....	1,513,856
	Rail	64,590	27,128	168,213	.....	.....	.....	259,931

SEABOARD PORTS.

Receipts	Rail	.....	.....	.....	.....	.....	.....	.....
Shipments	Vessel	35,148	.....	1,378	.....	.....	.....	36,526

TOTAL, PUBLIC ELEVATORS IN THE EAST.

Receipts	Vessel	1,406,086	51,986	.....	.....	.....	.....	1,458,072
	Rail	724,290	155,381	54,877	.....	.....	.....	934,548
Shipments	Vessel	1,854,505	.....	1,378	.....	.....	.....	1,855,883
	Rail	1,235,350	122,373	193,499	.....	.....	.....	1,557,222

U. S. ATLANTIC SEABOARD PORTS.

Receipts	Rail	.....	.....	.....	.....	.....	.....	.....
Shipments	Vessel	.....	.....	.....	.....	.....	.....	.....

Preliminary Statement of Grain Ground and Products Produced therefrom in the Eastern and Western Divisions, together with the total for the whole of Canada during the month of May, 1920.

QUANTITY OF GRAIN GROUND.

Kind of Grain.	Eastern Division.			Western Division.			Total Canada.		
	Merchant.	Custom	Quantity at end of month.	Merchant.	Custom.	Quantity at end of month.	Merchant.	Custom.	Quantity at end of month.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Wheat	1,029,103	13,171	1,120,163	1,424,760	148,862	1,762,200	2,453,863	162,033	2,822,363
Oats	242,496	35,517	230,679	115,777	28,955	148,276	358,273	64,472	378,955
Barley	12,702	10,770	17,643	347	4,010	11,157	13,049	14,780	28,800
Rye	4,468	91	1,498	21,912	.....	12,160	26,380	91	13,658
Corn	50,194	3,693	31,529	1,184	.....	2,147	51,378	3,693	33,676
Buckwheat	826	3,555	2,515	.....	.....	.....	826	3,555	2,515
Peas	6,655	2,864	1,769	.....	.....	.....	6,655	2,864	1,769
Mixed Grain	855	409,527	75	.....	.....	.....	855	409,527	75

PRODUCTS GROUND.

		Eastern Division.	Western Division.	Total
Wheat Flour—Spring	Brls.	173,393	326,793	500,186
Standard Winter	"	31,863	160	32,023
Blended	"	25,464	.....	25,464
Patents—Spring	Brls.	4,799	16,609	21,408
Clears—Winter	"	59	.....	59
Graham—Flour	"	20	.....	20
Total, Flour	"	235,598	343,562	579,160
Low Grade and Feed	Brls.	80,773	9,462	90,235
Shorts and Middlings	Tons	4,857	6,947	11,804
Bran	"	2,742	5,023	7,765
Oat Meal	Lbs.	368,186	191,575	559,761
Rolled Oats	"	2,246,707	1,978,601	4,225,308
Barley—Pot and Pearl	Lbs.	59,993	54,205	114,198
Flour and Meal	"	162,230	79,852	242,082
Rye—Flour and Meal	"	202,444	868,431	1,070,875
Corn—Flour	Lbs.	187,854	.....	.....
Meal	"	824,896	3,300	828,196
Cracked	"	587,746	.....	587,746
Buckwheat Flour	Lbs.	10,532	.....	10,532
Peas—Meal	"	4,400	.....	4,400
Split	"	317,236	.....	317,236
Feed not otherwise specified	Tons	14,003	1,304	15,307

Quantities of United States Grain in Store, Received and Shipped at the Public Elevators in the East for the week ended July 9, 1920, with comparison for the same period last year.

——	Wheat.	Oats.	Barley.	Rye.	Corn.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Depot Harbour	.....	29,981	.....	.....	11,515	41,496
Midland Elev. Co	313,081	.....	.....	.....	.....	313,081
Aberdeen Elev. Co	163,152	25,896	.....	.....	.....	189,048
Tiffin, G.T.P	.....	.....	.....	.....	.....	.....
Pt. McNicoll, C.P.R	839,836	12,971	.....	258,276	.....	1,111,083
Harbour Comm. No. 1 and 2	993,662	.....	4,369	854,005	68,048	1,920,084
Quebec Harbour Commissioners	.....	.....	.....	.....	1,070	1,070
Total	2,309,731	68,848	4,369	1,112,281	80,633	3,575,862
Total same Period 1919	7,819	809,940	.....	230,054	27,207	1,075,020

Georgian Bay Ports.

	Receipts.		Shipments.	
	Water.	Rail.	Water.	Rail.
	Bush.	Bush.	Bush.	Bush.
Wheat	459,300	.....	.....	823,903
Rye	124,816	.....	.....	436,495
Oats	.....	.....	.....	103,750
Corn	.....	.....	.....	48,418

St. Lawrence Ports.

Harbour Comm. No. 1 & 2 Montreal.				
Wheat	357,449	343,188	832,126	
Barley	.....	4,369	.....	
Corn	60,294	1,171	.....	1,811
Rye	.....	400,255	307,538	

CALENDAR ADVERTISING IN CHINA.

Investigations made by United States Trade Commissioner J. W. Sanger into the complex problem of advertising in China indicate that the most successful advertisers there are those who have closely co-ordinated their selling, distributing, and advertising policies. They have not found it advisable to rely entirely on advertisements inserted in the local papers, as although the newspapers in China are constantly increasing in number, there being now over 400, whereas there were a scant dozen ten years ago, none of them have a circulation of over 35,000 daily. It is interesting to note that the most important daily in China has recently installed in their new plant a modern American press, so arranged as to be easily seen from the street. There is hardly an advertiser of any consequence in China but uses calendars in large quantities, many of them handsomely lithographed, and always with Chinese designs and lettering. Their practical value has been demonstrated as far above their importance in the United States, and they find a permanent place in thousands of Chinese homes never reached by the newspapers.

NEW INCORPORATIONS.

Dominion.

Ptarmigan Lumber Company, Limited. Incorporators: Charles Gaskill, Prince George, B.C., lumberman; Adam Stuart Matheson, barrister; and others—all of Edmonton. Capital $250,000, divided into 2,500 shares of $100 each. Chief place of business, Ptarmigan Creek, B.C.

Joliette Castings and Forgings, Limited. Incorporators: Alexander Huntley Duff, K.C.; Walter Alfred Merrill and Archibald Stalker, advocates; and others—all of Montreal. Capital $1,000,000, divided into 10,000 shares of $100 each. Chief place of business, Montreal.

Steamship Julius Kessler Corporation, Limited. Incorporators: Henry Weinfield and Marcus Meyer Sperber, advocates; and others—all of Montreal. Capital $650,000, divided into 6,500 shares of $100 each. Chief place of business, Montreal.

W. W. O'Hara, Limited. Incorporators: John MacNaughton, advocate; William Wallace O'Hara, James Geary Cartwright, James Burnett Taylor and Thomas Joseph Griffin, managers—all of Montreal. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of busisess, Montreal.

Universal Leaf Tobacco Packers, Limited. Incorporators: Henry Weinfield and Marcus Meyer Sperber, advocates; and others—all of Montreal. Capital $500,000, divided into 5,000 shares of $100 each. Chief place of business, Montreal.

Bates & Innes, Limited. Incorporators: Kenneth Bruce Maclaren, Samuel Percy Biggs and Richard Atkinson Biggs, and others—all of Toronto. Capital $800,000, divided into 8,000 shares of $100 each. Chief place of business, Carleton Place, Ont.

Ontario.

Interlocking Tile Company, Limited. Incorporators: Willis Bertram Sturrup, manager; Thomas Stewart Hagan Giles, accountant; John Steuart Duggan, and others, all of Toronto, Ont. Capital, $135,000, divided into 1,350 shares of $100 each. Chief place of business, Toronto, Ont.

Niagara Sand Co., Ltd. Incorporators: Howard Addison Hall, barrister-at-law, and others, all of Toronto. Capital, $250,000, divided into 2,500 shares of $100 each. Chief place of business, Toronto, Ont.

Victory Toffee Company of Toronto, Limited. Incorporators: Richard Henry Reynolds, manufacturer; Ernest Victor McKague, solicitor, and others, all of Toronto. Capital, $60,000, divided into 600 shares of $100 each. Chief place of business, Toronto.

British Columbia.

Baskin-Gevurtz Lumber Company, Limited. Capital $100,000. Registered office, Nelson.

Dally Coal and Oil Syndicate, Limited (non-personal liability). Capital $1,100,000. Registered office, Vancouver.

Gevurtz Lumber Company, Limited. Capital $350,000. Registered office, Vancouver.

Marsh Mines Development Company, Limited. Capital $1,500,000. Registered office, Vancouver.

Storey and Campbell, Limited. Capital $500,000. Registered office, Vancouver.

TENDERS INVITED.

Australia.

Copies of tender forms and specifications have been received from Mr. D. H. Ross, Canadian Trade Commissioner, Melbourne, for material required by the Victorian Government Railway Department, Melbourne.

These tender forms and specifications are open to the inspection of interested Canadian manufacturers at the Department of Trade and Commerce, Ottawa (refer file No. 20603).

Tenders in conformity to the specifications should be addressed to the Secretary, Victorian Government Railway Department, Melbourne, Australia.

Particulars of the requirements are briefly outlined thus:—

No.	Date of Closing.	Particulars.
33166.	September 15, 1920.	7,000 pounds wool waste, as specified.
33167.	September 29, 1920.	5,000 gallons lubricating oil and nine tons of grease, as specified.
33243.	September 15, 1920.	32½ miles telephone cables and 20,000 insulating sleeves, as specified.
33248.	September 15, 1920.	Six tons sulphate of copper, as specified.

TRADE INQUIRIES FOR CANADIAN PRODUCTS

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, MONTREAL, WINNIPEG, AMHERST, N.S., AND VANCOUVER, or THE SECRETARY OF THE BOARD OF TRADE AT TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, MOOSEJAW, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), NORTH SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, KITCHENER, ST. MARY'S, ONT., CHAMBRE DE COMMERCE DE MONTREAL, THE LONDON, ONT., CHAMBER OF COMMERCE, THE STRATFORD CHAMBER OF COMMERCE, THE BORDER CHAMBER OF COMMERCE, WINDSOR, ONT., AND KITCHENER MANUFACTURERS' ASSOCIATION.

Please Quote the Reference Number when requiring Addresses.

Food Products.

1299. **Canned goods—Representation.**—A London company wish to secure the agency for the United Kingdom of Canadian packers of canned goods generally, more especially fruits.

1300. **Flour—Representation.**—A well-established Johannesburg firm with a full knowledge of the flour trade are seeking the representation of a Canadian flour company.

1301. **Food products—Representation.**—A house of commission agents in Rome are anxious to secure the exclusive agency of Canadian houses exporting foodstuffs.

1302. **Food products.**—A very old-established firm at Rome would like to open up correspondence with Canadian exporters.

1303. **Food products—Representation.**—An important firm in Rome would be glad to enter into negotiation with Canadian firms with the end in view of representing them in Italy.

1304. **Foodstuffs—Representation.**—An important firm in Rome wish to represent Canadian houses exporting foodstuffs.

1305. **Foodstuffs—Representation.**—An old-established firm in Rome would act as representatives for Canadian houses dealing in foodstuffs.

1306. **Foodstuffs—Representation.**—A house in Rome desire to represent Canadian houses exporting the above.

1307. **Foodstuffs—Representation.**—A firm in Rome wish to represent Canadian firms dealing in foodstuffs.

Leathers and Boots and Shoes.

1308. **Raw hides.**—A firm in Milan wish to buy raw hides in Canada.

1309. **Raw and tanned hides, tanning materials.**—A house in Alessandria wish to hear from Canadian firms exporting raw and tanned hides and tanning materials.

1310. **Raw and tanned hides.**—A firm in Milan state their desire to enter into relations with Canadian firms exporting the above.

1311. **Leather.**—A very old-established Milanese firm are disposed to consider Canadian offers of leather.

1312. **Leather.**—An important Milanese firm are anxious to secure an exclusive agency in leather for all Italy.

1313. **Leathers.**—A firm in Milan are desirous of hearing from Canadian houses wishing to trade with Italy in leathers.

1314. **Leather and leather goods.**—A Durban firm of commission agents are prepared to take up Canadian agencies for leather, all kinds; trunks and bags; also boots and shoes, men's, women's and children's.

1315. **Tanned leathers.**—An important house in Milan are willing to buy tanned leathers in Canada or act as representatives for Canadian firms wishing to export same to Italy.

1316. **Leather and furs.**—An old-established Milanese firm are anxious to hear from Canadian firms desiring to do business with Italy in the foregoing.

1317. **Leather and novelties.**—A house in Rome interested in leather and novelties are willing to purchase same in Canada provided Canadian prices are competitive.

1318. **Leather and novelties.**—An important firm in Rome asks for the above articles from Canada. The firm would also act as representative for Canadian firms.

1319. **Leather.**—An old-established house in Milan wish to represent Canadian firms in the foregoing.

1320. **Leather and wrapping paper.**—A well-known firm in Genoa would be glad to buy the foregoing in Canada.

1321. **Boots and shoes.**—A Genoese firm would like to open up correspondence with Canadian firms, manufacturers of boots and shoes.

1322. **Boots and shoes, leather.**—A Milanese house are most willing to represent Canadian firms dealing in the above.

1323. **Tanned leathers and boots and shoes.**—A house in Rome would be disposed to consider offers in the above from Canadian exporters. The firm would also act as agents.

1324. **Leather and boots and shoes.**—A house in Rome would entertain proposals from Canadian exporters of boots and shoes and leather.

1325. **Boots and shoes.**—A Durban, South Africa, firm, highly recommended by the trade, are prepared to take up the Canadian representation of Canadian boots and shoes manufacturers, in children's, women's and men's.

Textiles and Wearing Apparel.

1326. **Men's and ladies' apparel.**—A firm in Rome are willing to import the above from Canada, on a commission basis.

1327. **Men's and women's underwear.**—A Rome firm is interested in importing the above from Canada.

1328. **Silk and cotton stockings.**—A firm in Milan inquire for Canadian supplies in the foregoing.

1329. **Woollens and knitted goods—Representation.**—A Durban firm of manufacturers' agents are seeking the representation of Canadian manufacturers in such lines as cotton piece-goods, woollen piece-goods, knitted goods of all kinds, including hosiery, all kinds.

1330. **Drygoods—Representation.**—An old-established agency firm of Durban, Natal, are prepared to take up Canadian agencies for knitted goods, all kinds; hosiery; blankets, both cotton and wool; and piece-goods.

1331. **Textiles, cotton, wool.**—A firm of commission agents in Rome is most anxious to enter into negotiation with Canadian houses desiring to open up business with Italy.

Drugs and Chemicals.

1332. **Medicinal products.**—A Turin firm would like to buy in Canada medicinal products.

1333. **Pharmaceutical products.**—A firm in Rome dealing in pharmaceutical products would welcome proposals from Canadian exporters.

1334. **Chemical and pharmaceutical products.**—A firm in Rome doing business in chemical and pharmaceutical products would act as commission agents for Canadian firms.

1335. **Chemical.**—An old-established Roman firm would be glad to hear from Canadian firms dealing in chemicals.

1336. **Paraffin wax, mineral and lubricating oils, fats, vegetable and animal oils, soda, etc.**—A well-known firm in Milan are desirous of getting in touch with Canadian firms wishing to do business with Italy in the foregoing.

Miscellaneous Manufactures.

1337. **Hardware—Representation.**—A Cape Town agent requests correspondence from Canadian manufacturers or shippers, with view of agency, in hardware of all kinds.

1338. **Hardware, enamelware, and tools—Representation.**—A Durban, South Africa, firm of manufacturers' agents are seeking the representation of Canadian hardware manufacturers; also enamelware and tools of all kinds, except machine tools.

1339. **Baths and sanitary ware—Representation.**—Agent in Cape Town is prepared to take up the Canadian representation of baths and sanitary ware of all kinds.

1340. **Bathroom fixtures—Representation.**—A Cape Town commission agent is prepared to take up an agency for bathroom fixtures.

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

48-49 **R.S.**—Two young men who were in service overseas have just arrived in Canada from the West Indies and seek employment with firms as buyers or sellers of products in the British West Indies. They have a good knowledge of the customs and trade of the islands.

50. **R.S.**—A Canadian field officer, at present holding important Government appointment, possessing English and Canadian legal qualifications, and with fifteen years' business experience, desires a position in Japan, Hong Kong, or other place of warmer climate, as representative or manager (on a salary basis) of some business corporation. Has had considerable experience in organization and administration and handling of a large staff. Will supply excellent references.

51. **R.S.**—A Canadian who served in the French army from 1914 to 1919 proposes to return to Europe and would like to represent Canadian manufacturers in France and Belgium.

52. **R.S.**—A Canadian who saw four years' service overseas with the Canadian forces and has recently returned from Canada to England is desirous of being brought in touch with Canadian manufacturers who are looking for representation in the British Isles and France. He has excellent connections both in England and France, and would like to handle general lines. References.

53. R.S.—Canadian officer (four years' active service), university graduate, with good address, good knowledge of Danish, German, and French languages, and with family connections in highest business circles in Denmark, desires position representing firm of Canadian exporters in Scandinavian countries.

54. R.S.—Two returned soldiers having good connections with Poland wish to act as resident agents for Canadian firms. They have at present a representative in Warsaw, Poland, who is anxious to obtain celluloid specialties, also elastic used in the manufacture of men's suspenders and ladies' garters. Samples in all colours requested with quotations.

55. R.S.—A Canadian lawyer of Scottish descent, speaking and writing fluent French and with a good working knowledge of Russian, special knowledge of law and finance, and very considerable executive experience, seeks a position as commercial representative. Prepared to go abroad immediately provided that salary and conditions are satisfactory.

56. R.S.—A Canadian who served in France is about to take a business trip, during which he will visit England, France, and probably Switzerland, Spain, and Italy, and then proceed to North Africa and South Africa. He would like to represent Canadian manufacturing firms. He has had experience in selling engineering machinery, building supplies, etc., and would prefer to represent that class of manufacturers, but is willing to undertake any commission.

57. R.S.—Ex-naval officer (Accountant Branch), full war service, seventeen years resident in Canada, with banking experience, visiting London on business early in May, and would be glad to execute commissions of any kind that will bear the closest investigation.

58. R.S.—Returned officer, single, desires to represent Canadian manufacturer in Italy, from whence he has recently returned. Speaks Italian and French, and is conversant with Italian trade and customs.

59. R.S.—A returned business man, aged 43, very active, who qualified for a commission with staff duties, from the ranks, with over three years' service in Canada, England, and France, C.E.F., will entertain proposals for agency proposals. Now established as manufacturers' agent for foreign and domestic markets, general importing and exporting. His business training covers over twenty years' experience with representative concerns in New York city, Pittsburg, and elsewhere. He has thorough working knowledge of import and export technique, gained by operations from the ports of New York, Vancouver, and Victoria. Particularly desires Eastern Canadian connections in machinery and metal products for sale in British Columbia or as manufacturers' export agent at Pacific seaboard. Can also use desirable connections in the Far East to mutual advantage.

60. R.S.—A Canadian who served four years overseas is at present acting as travelling salesman for a wholesale stationery company in Canada, but proposes to leave shortly for London, England, with the intention of opening up an agency there. He would like to get into communication with Canadian manufacturers who require representation.

61. R.S.—Ex-officer, graduate of McGill University in arts and law, with extensive experience in mortgage, land, and insurance organization, good linguist, with knowledge of Spanish and Portuguese, wishes to go to South America as representative of export firms.

62. R.S.—Two returned soldiers who are carrying on a commission business in New Westminster, B.C., would like to secure agencies for Canadian manufactures. They are especially interesting in woodworking industries.

63. R.S.—A returned soldier well acquainted with wholesale shipping and manufacturing firms in the United Kingdom, where he was a manufacturers' agent prior to 1912, proposes establishing in the United Kingdom an agency for Canadian goods. He has financial backing to the extent of $50,000, and has arranged for some Canadian agencies, but wishes to secure additional agencies for both manufactured goods and food products.

64. **R.S.**—Returned soldier, good business training, well connected in Scotland, holding teacher's certificate in Scotland and possessing tact, fluency, and executive ability, desires to represent manufacturer in British Empire. Unmarried.

65. **R.S.**—Returned soldier, Belgian born, formerly employed as interpreter on headquarters staff, intends visiting Europe on business. Would undertake commissions or the selling of goods on a commission basis. Speaks four languages fluently, and will cover seven countries on his trip.

PROPOSED SAILINGS FROM CANADIAN PORTS.*

Subject to change without notice.

From Quebec.

To Liverpool.—*Wilhelm,* C.P.O.S. Line, about July 28; *Victorian,* C.P.O.S. Line, about August 4.

From Montreal.

To Liverpool.—*Canadian Ranger,* Canadian Government Merchant Marine, Ltd., about July 21; *Megantic,* White Star-Dominion Line, about July 24; *Melita,* C.P.O.S Line, about July 24; *Dominion,* White Star-Dominion Line, about July 31.

To London.—*Bothwell,* C.P.O.S. Line, about July 24; *Indianola,* Cunard Line, about July 31; *Mottisfont,* C.P.O.S. Line, about August 4; *Venusia,* Cunard Line, about August 4.

To Glasgow.—*Montcalm,* C.P.O.S. Line, about July 27; *Cabotia,* Anchor-Donaldson Line, about July 30; *Sicilian,* C.P.O.S. Line, about July 31; *Canadian Hunter,* Canadian Government Merchant Marine, Ltd., about August 10.

To Avonmouth Dock (Bristol).—*Doonholm,* Dominion Line, about July 20; *Montcalm,* C.P.O.S. Line, about July 27.

To Manchester.—*Manchester Hero,* Manchester Liners, about July 23; *Manchester Port,* Manchester Liners, about July 28; *Manchester Mariner,* Manchester Liners, about August 4.

To Swansea and Cardiff.—*Canadian Aviator,* Canadian Government Merchant Marine, Ltd., about July 20.

To Leith.—*Cairngowan,* Thomson Line, aboout August 5.

To Newcastle-on-Tyne.—*Cairndhu,* Thomson Line, about July 24.

To Antwerp.—*Scandinavian,* C.P.O.S. Line, about July 23; *Bothwell,* C.P.O.S. Line, about July 24; *Rapidam,* C.P.O.S.-Furness Line, about July 28; *Grampian,* C.P.O.S.-Furness Line, about July 30; *Mottisfont,* C.P.O.S. Line, about August 4.

To Havre.—*Kamarima,* Fracanda Line (Canada Steamship Lines, Ltd., general agents), about July 19; *Bothwell,* C.P.O.S. Line, about July 24; *Mottisfont,* C.P.O.S. Line, about August 4.

To Rotterdam.—*Fanad Head,* Head Line, about August 5.

To Hamburg.—*Cornishman,* White Star-Dominion Line, about August 4.

To Danzig.—*Alexandrian,* White Star-Dominion Line, about July 19.

To St. Nazaire.—*Cape Corso,* Marine Navigation Co., about July 29;; *Alston,* Marine Navigation Co., about August 15.

To India, Ceyion, Sumatra, and Java.—*Katura,* Ellerman Busknalls, about July 31; *Canadian Pioneer,* Canadian Government Merchant Marine, Ltd., about August 25.

To South Africa (Cape Town, Port Elizabeth, East London, Durban, and Delogoa Bay).—*New Brooklyn,* Elder-Dempster Line, about July 30.

**These sailings are not complete, but are compiled from lists of prospective sailings supplied by shipping companies.*

To AUSTRALIAN PORTS.—*Kaikoura*, New Zealand Shipping Company, about July 25.

To KINGSTON (JAMAICA) AND HAVANA (CUBA).—*Canadian Sailor*, Canadian Government Merchant Marine, Ltd., about July 22.

To WEST AFRICAN PORTS (Dakar, Sierra Leone, Seccondi, Cape Coast Castle, Accra, Lagos, etc.).—*Bassam*, Elder-Dempster Line, about July 25.

To RIO DE JANEIRO, MONTEVIDEO, AND BUENOS AIRES.—*Canadian Victor*, Canadian Government Merchant Marine, Ltd., about July 20.

To BARBADOS, TRINIDAD, AND DEMERARA, CALLING AT MARTINIQUE.—*Canadian Beaver*, Canadian Government Merchant Marine, Ltd., about July 28.

To ST. JOHN'S, NFLD.—*Canadian Miner*, Canadian Government Merchant Marine, Ltd., about August 3.

To MONTEVIDEO, BUENOS AIRES, AND ROSARIO.—*Halesius*, Houston Line, *about* July 25.

From St. John.

To BARBADOS, TRINIDAD, DEMERARA, AND BRITISH WEST INDIES.—*Chaudiere*, Royal Mail Steam Packet Co., about July 25.

From Halifax.

To LIVERPOOL.—*Canadian Aviator*, Canadian Government Merchant Marine, Ltd., about July 25.

To BRITISH WEST INDIES.—*Caraquet*, Royal Mail Steam Packet Company, about July 23.

From North Sydney.

To ST. JOHN'S, NFLD.—*Sable I.*, about July 24.

From Victoria, B.C.

To YOKOHAMA, KOBE, HONG KONG, AND MANILA.—*Tyndareus*, Blue Funnel Line, about August 20.

From Vancouver, B.C.

To AUSTRALIA AND NEW ZEALAND.—*Canadian Exporter*, Canadian Government Merchant Marine, Ltd., about August 1; *Niagara*, Canadian-Australian Royal Mail Line, about July 21; *Waimarino*, Canadian-Australian Line, about August 8; *Wairima*, Canadian-Australian Line, about August 16.

To YOKOHAMA, KOBE, HONG KONG, AND MANILA.—*Tyndareus*, Blue Funnel Line, about August 8.

To YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, MANILA, AND HONG KONG.—*Empress of Russia*, C.P.O.S., about July 29.

To YOKOHAMA, KOBE, AND NAGASAKI.—*Heimie Maru*, Transoceanic Company, late July.

To SHANGHAI, HONG KONG, MANILA, AND SINGAPORE.—*Melville Dollar*, Canadian Robert Dollar Company, about July 25; *Harold Dollar*, Canadian Robert Dollar Company, about August 10.

To YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, AND HONG KONG.—*Mattawa*, C.P.O.S., about August 5.

RECORD TRIP FROM ST. JOHN TO MONTEVIDEO.

Mr. B. S. Webb, Buenos Aires, writes as follows on the steamship service between Canada and Argentina:—

The ss. *Hostilius,* of the Houston Line, under command of Captain W. Anderson, was reported to have sailed from St. John (N.B.), at noon on April 15, with a general cargo on board, and arrived in Montevideo at noon on May 6 with a stoppage of two hours on the voyage, making the steamship time for the passage 20 days and 22 hours. This is believed to be a record time for this run. A steamer carrying mails reached this port nineteen days after leaving New York, and letters have been received at this office twenty-one days after posting at points in Ontario. Steamship connections between Argentina and Canada were never better than they are to-day, and the attention of manufacturers is drawn to the fact that, for commercial purposes, the Argentine market is much closer to their factories than formerly.

SPARE PUBLICATIONS.

The Department of Trade and Commerce has on hand at present spare copies of a considerable number of publications which it would be glad to forward to any one in Canada desiring them, without charge, so long as the supply lasts. In some cases only single copies are available. Applications from libraries, universities, boards of trade or similar organizations will be given the preference. Applications should be addressed to "The Supplies Branch, Department of Trade and Commerce, Ottawa."

The demand for the spare publications heretofore listed has been very great and the supply in many cases exhausted within a day or so of the publication of the *Weekly Bulletin.*

Correspondents should confine their applications solely to the list given below. If other publications are desired a separate letter should be written.

Annuaire du Canada, 1910.
Canada Grain Act, with Amendments, 1912.
Canadian Economic Commission to Siberia, 1919.
Census of Canada, 1890-91, Vol. 3; 1890-91, Vol. 4; 1901, Vol. 1; Population, 1901, Vol. 3; 1911, Vol. 2, Religious Origins.
Census of the Northwest, 1885.
Census of the Northwest Provinces, Population and Agriculture, 1906.
Census of Statistics Monthly, Vols. 7 and 8, 1914-15; Vols. 9 and 10, 1915-16.
China and Japan, 1914.
Chinese Markets for Canadian Products, 1919.
Coal Fields of Nova Scotia, 1909.
Dominion Elections Act, 1917.
Final Report of the Fuel Controller, 1919.
German War and its Relation to Canadian Trade, 1914.
Grain Inspection in Canada, 1914.
Handbook for Export to South America, 1915.
Imperial Year Book, 1917-18.
Jubilee of Confederation, 1917. (English and French.)
List of Licensed Elevators and Warehouses, 1919.
Report of the Board of Grain Commissioners for Canada, 1917, 1918.
Report on the Need for the Suppression of the Opium Traffic in Casada, 1908.
Royal Commission on Grain Trade in Canada, 1906.
Royal Commission on a Dispute between the Bell Telephone Company and Operators at Toronto, 1907.
Russian Trade, 1916.
Special Trade Commission to Great Britain, France, and Italy, 1916.
The Royal Commission re the Alleged Employment of Aliens by the Père Marquette Railway in Canada, 1905.
Timber Export Trade of Australia, 1917.
Canadian Economic Commission to Siberia, 1919.
Trade after the War, 1916.
Trade with South China, 1919.
Trial Shipments of Buckwheat via Panama Canal to the United Kingdom, 1918.
Wholesale Prices of Canada, 1890-1909, 1910.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

G. B. Johnson, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rua Gonçalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

H. A. Chisholm, Canadian Government Trade Commissioner, 501 and 502, Teniente Rey 11, Havana. Casa de Corres—Apartado 1290. *Cable Address, Cantracom.*

France.

Hercule Barré, Canadian Government, Trade Commissioner, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland and Belgium.

A. Stuart Bleakney, Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

India.

H. R. Poussette, Canadian Government Trade Commissioner, c/o H. M. Trade Commissioner, McLeod House, Dalhousie Square, Calcutta.

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, vie Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; office 50-B Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Westminster House, Adderley Street, Cape Town. *Cable Address, Cantracom.*

South Eastern Europe.

L. D. Wilgress, Canadian Government Trade Commissioner, Athenee Palace Hotel, Bucharest. *Cable Address, Canadian.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commisioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

J. Vernon McKenzie, Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

W. C. Noxon, Director, Overseas Trade Branch of the Department of Trade and Commerce, 1 Regent Street, S.W. 1, Eng. *Cable Address, Canmission.*

United States.

John A. Cooper, Director Dominion Bureau of Information, 1463 Broadway, New York City.

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:
Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:
Valparaiso, British Consul General.

Colombia:
Bogota, British Consul General.

Ecuador:
Quito, British Consul General.
Guayaquil, British Consul.

Egypt:
Alexandria, British Consul General.

France:
Havre, British Consul General.
Marseilles, British Consul General.

India:
Calcutta. Director General of Commercial Intelligence.

Italy:
Genoa, British Consul General.
Milan, British Consul.

Mexico:
Mexico, British Consul General.

Netherlands:
Amsterdam, British Consul.

Panama:
Colon, British Consul.
Panama, British Vice-Consul.

Peru:
Lima, British Vice-Consul.

Portugal:
Lisbon, British Consul.

Spain:
Barcelona, British Consul General.
Madrid, British Consul.

Sweden:
Stockholm, British Consul.

Switzerland:
Geneva, British Consul.

Uruguay:
Monte Video, British Vice-Consul.

Venezuela:
Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 367 Beaver Hall Square, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows: H.M. Trade Commissioner, McLeod House, 28 Dalhousie Square, Calcutta, India, that of the Commissioner for the Straits Settlements is: Mr. A. F. G. Anderson, H.M. Trade Commissioner, Singapore, Straits Settlements.

LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE DEPARTMENT OF TRADE AND COMMERCE.

(Revised to September 15, 1919.)

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report *re* **Mail Subsidies and Steamship Subventions.**
Canada and the British West Indies (1915). (Out of print.)
Canada The Country of the Twentieth Century (1915). (Out of print.)
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Report of the Canadian Economic Commission (Siberia), 1919.
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Russian Trade (1916).
Trade of South China (1919).
Trade with China and Japan (1914).
Timber Import Trade of Australia (1917).
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Toy Making in Canada (1916).
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

BUREAU OF STATISTICS PUBLICATIONS.

Annual Report of the Trade of Canada.
Annual Report on the Coal Trade of Canada (1918).
Annual Report on the Grain Trade of Canada.
Beet Sugar Industry (The), (1908).
Canada Year Book (The), (Annual).
Criminal Statistics (Annual).
Directory of the Chemical Industries in Canada (1919).
Monthly Bulletin of Agricultural Statistics.
Monthly Coal Statistics.
Monthly Cold Storage Statistics.
Monthly Report of the Trade of Canada.
Report of the Fifth Census of Canada:
Vol. I. 1912, Areas and Population by Provinces, Districts and Sub-districts, with introductions, etc. (Out of print.)
Vol. II, 1913, Religion, Origins, Birthplace, Citizenship etc.
Vol. III, 1913, Manufactures, 1911.
Vol. IV, 1914, Agriculture, 1911 (Out of print.)
Vol. V, 1915, Forest, Fishery, Fur, etc.
Vol. VI, 1915, Occupations.
Report on the Census of Industry, 1917:
Part I. Agricultural Statistics.
Part II. Dairy Factories.
Part III. Fisheries.
Part IV. Section I, Lumber, Lath, Shingles, etc.
Part IV. Section II, Pulp and Paper.
Other parts in preparation.
Report of Census of Prairie Provinces (Population and Agriculture), 1916.
Report of Conference on Vital Statistics, June, 1918.
Report of Postal Census of Manufactures, 1916.
Special Report on Foreign Born Population.

VOL. XXIII. JULY 26, 1920 No. 860

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



Port Said. (See page 242.)

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa. Monday, July 26, 1920. No. 860.

TRADING WITH GREECE.

By Trade Commissioner W. McL. Clarke.

I.

Canada's Opportunity in Greece.

Greece has emerged from the war with far greater trade claims on Canada's attention than a study of the Hellenic commercial situation in 1913 would have then indicated. In the first place, the kingdom itself will be considerably larger, once the political status of the Near East is finally settled, and will include, from present indications at least, Smyrna, Adrianople, and Thrace, besides the gains obtained by the treaty with Bulgaria last December. In addition to this enlarged field for commercial activity with its greater population, there is now an abundance of ready money in the country available for the purchase of what may be termed Greece's normal and post-war requirements. The sum in the banks and in private hands was conservatively estimated last mid-year at between $200,000,000 and $300,000,000 above normal figures before the war. What is equally important to Greece's normal buying from the Canadian trade viewpoint is the contemplated expenditure, with both native and foreign capital, upon various improvement schemes, such as: (1) building operations in Athens; (2) the reconstruction of Salonica, now a city almost in ruins, and Eastern Macedonia; (3) waterworks in various cities, including the relaying of the plant in Athens; (4) port extension and improvement at Piræus, Salonica, Cavalla, Canea, and Candia; (5) extension of tramways, improvement of railway termini, and new rolling stock; (6) installation of modern machinery in the mines; (7) the re-equipment of certain factories with up-to-date apparatus and appliances; (8) drainage and irrigation works in Thessaly and the Struma valley; and (9) the development of the water-power from the lake of Ostrovo.

At present with 1,756,000,000 drachmas invested in agriculture, with 320,000,000 drachmas in forests 341,000,000 drachmas in industry, 69,000,000 drachmas in mines and 218,000,000 drachmas in the merchant marine—these figures being conservatively estimated—and prevented from carrying out any national works of importance during the war and with many repairs and extensions to be undertaken, there is sufficient scope for Canadian competition, as the Greeks are in need of the machinery and necessary materials for executing these plans of national development.

Even though considerable headway along the lines just indicated will doubtless take place, and although Greece has resources to be exploited and her agricultural, mining, and a few other industries to be strengthened, yet it must be kept in mind that many of the schemes of reconstruction now on the tapis will require time for fulfillment.

"Millions to be spent in the country," state observers, and there are indications that native capital will be forthcoming on a much larger scale; but it is important to note that the reconstruction and developing process will involve a more extended time than many now estimate.

Immediate requirements in Greece will be, the writer believes, along more or less normal lines, but the Canadian exporter should be on the alert for finding out the larger projects, and if anticipating them the more to his credit.

Thirdly, Greece at present is the door to the Levant trade in general. Greece *per se* has undoubtedly attractive openings for Canadian export trade, but in the endeavour to get Greek trade Canada must not lose sight of the fact that Greece in a very real sense is a part and not the whole. In order words, without minimizing the needs of the Greek market, the greater and similar needs of the Levant must be emphasized and the Near East in many commercial respects treated as a composite whole. That territory which stretches from the Danube down to the Mediterranean and Northern Africa and from Italy to the Caspian sea down to the Persian gulf—the Levant properly so called—buys annually some $500,000,000 worth of goods, and it is this territory as a whole which the writer believes will furnish the Canadian manufacturers with a large market, and they will be well advised to keep this larger horizon in view.

The point to be noted in this connection, however, for the purposes of this report, is that the Greeks form the large commercial and trading element of the Near East, and in the doing of business in Greece our manufacturers will gain instruction as to the conduct of business in the Levant. Piræus, too, is an important distributing point and, with the improvements which have now been authorized, is likely to become even more important as a source of supply for the hinterland, Ægean territory, and Asia Minor. Salonica also may retain its former importance as the depot for goods destined for Jugo-Slavia and Bulgaria, but the future rôle of this port can hardly be gauged at present, as it is still unknown what political arrangements will be made for Jugo-Slavian seaports and what seaports Bulgaria will continue to use. In the getting of Greek trade therefore Canadian manufacturers will be wisely counselled to so commend themselves that they shall be able to hold what they obtain and find themselves in that favourable position which will mean enlarged commercial participation as widening opportunities occur in the Levant.

In the fourth place, Austria and Germany are displaced from their former predominating position as exporters of manufactured articles to Greece, a place which can be taken to some extent at least by Canadian products.

Finally—and this point cannot be too strongly emphasized—there is a strong feeling of cordiality and goodwill evident to-day among the commercial classes towards Canada, due largely, the writer is convinced, to the Canadian Government credit granted Greece. This pronounced feeling of goodwill, I believe, will be to Canada's distinct advantage in doing Greek business, especially as the goods delivered on account of the credit will serve to introduce various Canadian products. Notwithstanding this, our manufacturers cannot expect the Government to maintain any Canadian trade which is established or to introduce every exportable product which Greece may require. The necessity of individual and collective initiative is imperative, and its value must be recognized and acted upon.

TRADE POSTULATES.

The question now naturally arises, given this opportunity how best can it be made use of? In other words, what points are to be kept in mind in conducting a permanently successful Canadian export trade business with Greece.

After a careful study of this subject the writer would lay down the following postulates:—

Postulate No. 1—Let it be granted that a commission agent as representative is most useful.

In the first place it should be noted that the trade channels in Greece are well enough organized, as the Greeks are essentially a trading race. The great bulk of the import trade, estimated at about 90 per cent, passes through the hands of commission agents mostly Greek, who are accustomed to trade in a number of articles and who do not devote themselves owing to the relative smallness of the market to the sale of one product alone. They deal with the retailer or consumer, who generally is

unacquainted with the markets of supply and who generally has proved unsuccessful as a representative. Commission houses, although generally energetic and although there are not a few in whom full confidence can be placed, do not all present the necessary guarantees of solvency. Canadian exporters therefore making use of these commission houses should as a rule take care that (*a*) agents be entrusted with the collection of sums of money in special instances only and when the sufficient guarantees are furnished; (*b*) when orders are dispatched same should be signed by the merchant ordering as otherwise disputes may easily arise; (*c*) bills of lading should be sent through a bank to be delivered on payment of goods or in exchange for a draft signed by the merchant.

The commissions usually allowed (which are due only on goods actually paid for and on all orders whether placed through the agent or direct) vary from 1½ to 2 to 2½ to 3 to 5 to 10 per cent according to the kind of article handled.

Keeping in mind therefore this first premise, that Greek import trade is mostly done through commission houses, the corollary to be drawn is that Canadian firms can best carry on trade with Greece by the appointment of a commission agent to represent them who can safeguard their interests, keep in close touch with the consumers, and who can post his principals on the demand and general conditions of the market.

Postulate No. 2.—Let it be granted that the backing of the agent by the occasional visits of commercial travellers from the home interests in Canada is essential.

Howsoever good the agent may be who is appointed, Canadian interests can be served best if the manufacturer will send out originally and from time to time afterwards competent representatives to look into conditions at firsthand and to report to head office. It is to be remembered that the agent but rarely possesses expert technical knowledge, whereas a technically versed individual can undoubtedly make most valuable reports on various details and special requirements which often if attended to ensure success in a competitive field. Even in trades quite apart from what may be termed technical trades as textile, machinery, manufactured metals, etc., a home representative will pick up during his sojourn useful information as to the market and the trade customs of the people which no amount of correspondence can obtain, and in possession of which the Canadian manufacturer and exporter will be assisted in the working out of the export policy.

Postulate No. 3.—Let it be granted that metre weights and measures and prices in drachmas should be quoted.

The writer would not insist on quoting according to the Greek units of measurements, as the metric system is understood among the commercial classes. It is most important, however, that this system and not ours be used in catalogues, price lists, etc., and that prices should be in drachmas. The drachma normal exchange is equivalent to the franc.*

Postulate No. 4.—Let it be granted that the French language should be used.

Here again the writer is not inclined to recommend the printing of catalogues and the carrying on of correspondence in modern Greek, as the additional effort would hardly it seems be warranted. What the Commissioner would strongly urge, however, is the adoption of the French language. English is not generally known, and even though to-day many are beginning to learn our language, yet for the present French and not English should be employed.

Postulate No. 5.—Let it be granted that prices c.i.f. Greek port are always to be preferred.

German, Austrian, and even Italian houses were especially alive to this advantageous way of quoting, and in an endeavour to secure and maintain any successful

*Owing to present uncertainty regarding exchange, it would probably be wiser to quote in dollars than to follow Mr. Clarke's advice.

business this system should be adopted. It is much easier for the Canadian exporter to estimate rail charges in Canada, ocean freight rates and insurance, etc., than it is for the Greek importer. Goods could also be quoted through the Greek Customs, but this point does not seem to be so essential.

Postulate No. 6.—Let it be granted that credit terms must be given when the customs of the market demand it.

It hardly seems necessary in this report to enlarge to any extent upon the German credit system as worked out in Greek trade. It was recognized by the German exporter that extended credit was necessary and he not infrequently went so far as to send out blank drafts to the Greek drawee allowing him thereby to fix the day of the draft's maturity and if occasion demanded to extend the draft so as to suit the Greek's convenience. Such indiscriminate practice cannot be recommended even though it seems from the inquiries made that some sort of extended credit in pre-war days was essential, firstly because the means at the disposal of the importer were incommensurate with his turnover, and secondly because the Greek appreciated this confidence placed in him. The war has naturally altered the system of granting credits in Greece and practically all trade has been latterly done on a cash basis. What custom will prevail from now on and what terms the Greek importer and merchant will expect is rather difficult to gauge at present. The usual terms granted by foreign firms used to be from four to six months with a discount of 2½ per cent for cash payment.

Postulate No. 7.—Let it be granted that no credit should be given by Canadian firms until the solvency of the Greek buyer is known.

This postulate needs little elaboration. To do otherwise than indicated is to be commercially foolhardy. With the Ionian Bank, a British institution, and with other strong and influential banking concerns in Greece always ready to co-operate; with the British Chamber of Commerce in Athens; with a commercial secretary at the British Legation in Athens; and with various British Consuls situated throughout Greece, there would seem to be many avenues for ascertaining the financial standing and general morality of the Greek firm with whom business is in contemplation.

Postulate No. 8.—Let it be granted that proper advertising is essential.

Various mediums will suggest themselves once an agency is opened up and an interest acquired in the market. The writer met in Greece a Canadian citizen formerly a Greek who came back to his native land with the selling rights of several important Canadian companies. He was doing valuable spade work and had actually sent home orders in different lines of merchandise, but it seemed from the writer's conversation with him that he required a much stronger support in the matter of advertising than he was receiving from the Canadian firms. He was returning to Canada to talk over with his principals this point along with others, and the writer is hoping that all Canadian firms wishing to do business in the Greek market will recognize the value of advertising in export trade.

It may be pointed out that street car advertising and advertising on signboards in trolley stations for example would seem to warrant consideration.

Postulate No. 9.—Let it be granted that the spirit of accommodation must always be shown.

Too often the writer fears Canadian companies are inclined to do export trade in only their own way, which is often old-fashioned. This may frequently be very good, and were there no better systems no criticisms could be made. But when foreign competitors in a distant market such as Greece are prepared to go out after customers, to cater to the market's requirements and peculiarities, to allow favourable trading terms, to quote through prices by a system intelligible to the importer, to write and speak in a language also intelligible, to send forward samples and not put confidence

in catalogues alone—when, in short, foreign competitors are willing and even anxious to accommodate the Greek buyer and to meet him not half way but further—it absolutely behooves Canadian exporters to break away from the old time methods and to adopt the new. For example, it has been pointed out further along in this report that Germany would accept invariably small orders. A case was brought to the writer's attention of a certain blue cloth wanted especially in Crete. The order, amounting to about 1,000 metres, to some houses would have seemed insignificant, and yet German manufacturers gladly catered to this trade, in their desire to secure other textile openings. Again, English manufacturers persisted in packing paints in big barrels and in English measures. Germany reversed the system and captured the lion's part of the trade. These two illustrations are significant of the principle of accommodation therein shown. The Greek field will be keenly contested from now on and an accommodating and appreciative spirit will do much to give Canada a permanent hold in the market.

Postulate No. 10.—Let it be granted that price and quality are determining factors in securing Greek trade.

The market on the whole does not as yet call for the expensive article although the superior quality product is gaining favour. The quality of the Canadian article will commend itself *per se;* of this the writer is confident, and if the exporter will be content with a reasonable margin of profit, once the goods are delivered in Greece, there seems to be ample reason for believing in the force of Canadian competition.

Postulate No. 11.—Let it be granted that direct steamship communication between Canada and the Near East is most essential.

The writer has dwelt on this point in the article under shipping, and only wishes now to re-emphasize it. Indirect steamship service means transhipment and transhipment may mean very frequently higher rates, delays in delivery, discrimination, rough handling and pilfering. A direct steamship line to the Levant and to Greece is destined inevitably to establish a commercial position for us in those ports.

Finally, the writer is of the opinion that the Commercial Intelligence Service of the Department of Trade and Commerce could wisely be extended to Greece and Levant territory and would further like to point out that a sample showroom with Canadian natural and manufactured products should also be provided in connection with the Trade Commissioner's office.

AGRICULTURAL MACHINERY FOR CZECHO-SLOVAKIA.

(*London Chamber of Commerce Journal.*)

Now that Czecho-Slovakia is applying herself assiduously to the task of reconstruction, in which the development of her land resources is of first moment, a good opening presents itself to British manufacturers of agricultural machinery. Not only is the demand of Czecho-Slovakia exceptionally large in the direction indicated, but her own manufacture of agricultural machinery is as yet in its infancy. The manufacture of machines driven by motors is undeveloped, and there is a shortage in reapers, mowers, turning and reaping machines, which on account of the shortage of labour is increasingly felt. All machines, in fact, which tend to intensify cultivation and save labour find a ready market. To this category belong beet-gathering machines with automatic stalk-cutters, tractors, motor-ploughs for smaller farms, manure-distributors, automatic-harvesters, capstans and cranes for hay and straw loading, seed-cleaners and separators, all kinds of milk-machines, especially cream-separators, churning machines, machines for cheese-making, milking-machines, etc. These are not yet manufactured in Czecho-Slovakia, though in some cases a start has been made. Now is the time for British manufacturers to prepare the ground, because there is every possibility that later on the home industry will be able to supply a large quota, if not all, of the demand.

TRADE OPPORTUNITIES IN THE STRAITS SETTLEMENTS AND FEDERATED MALAY STATES.

Mr. P. F. Scharschmidt, who recently returned to Vancouver after a visit to the Straits Settlements, the Federated Malay States, and East India, has made the following report regarding Canadian trade prospects in the Straits Settlements and Federated Malay States:—

Singapore is the hub of the commercial wheel covering the whole of the Straits Settlements, Federated Malay States, and the East Indies in general, and offers most favourable opportunities for increasing and prosperous Canadian export enterprises. It is the distributing point and commercial clearing house for 35,000,000 people. It is on the highway of Eastern traffic. It is a free port with every modern and up-to-date facility. It is the centre of a thorough and efficient organization, giving regular and frequent sailings to all ports in Java, Sumatra, Borneo, Siam, French China, and the Federated Malay States. It has rail connection with the Federated Malay States and Siam.

In order that Canadian manufacturers should secure a footing in this country, it is absolutely essential that local agencies carrying complete lines of samples be established. The trade is almost entirely in the hands of old-established houses, representing the leading British firms as agents, and at the same time carrying on a large export business on their own account. A few American firms have been able to place their agencies with these old-time houses, but the comparatively recent incursion of United States trade has been brought about by an active campaign of lately established United States agencies, well supplied with the necessary up-to-date information and samples.

RAPID DEVELOPMENT.

The whole of the countries under survey in this report are developing at an enormous rate. Up to the present the labour system adopted throughout these countries has been nearly all manual, but the entire system is now undergoing a rapid change, and one sees evidence on all sides of the adoption of modern machinery and labour-saving devices. The recently acquired holdings of three 50,000-acre blocks by United States interests will hasten this change, it being their intention to adopt modern methods of land clearing and cultivation by modern agricultural implements and tractors.

The countries mentioned contain a population almost free from religious or other scruples in reference to foodstuffs, and with a steadily rising wage scale, giving an increased purchasing power to these people, there will be brought about a rapid improvement in their present living standard, resulting in an increased demand for better foodstuffs and better dress.

Where Canadian products have been pushed they enjoy a high reputation, but at present this is almost solely confined to Canadian Ford cars and Canadian canned salmon; but apart from these two items, a woeful condition of ignorance is perceivable concerning the vast resources and possibilities of Canada as a source of supply for manufactured and natural products required by these countries.

During the war a vigorous campaign was carried on by the Japanese, and they have temporarily secured a strong foothold, but evidences are plain that their position from a trade point of view is not to be considered impregnable, and Canadian enterprises offering competitive qualities and prices will have no difficulty in securing a firm foundation for a rapidly developing trade. The commercial interests of the United States are keenly alive and appreciative to the vast trading opportunities offered in these countries and on all sides are conducting an extremely active and

successful trade war. Their representatives are scattered throughout the country in general and are in constant touch with their principals as to the prices of their competitors.

During my sojourn in these countries I received nothing but encouragement on the part of importers and a universally expressed desire on their part to enter into business connections with Canadian firms as against those of alien countries.

CANADIAN AND AMERICAN EXPORTS TO SINGAPORE.

Following is a comparative statement showing in Straits Settlements dollars (value about 50 cents) Canadian and United States exports to Singapore, 1918:—

Article.	Imported from United States. Value. Straits Settlements Dollars.	Imported from Canada. Straits Settlements Dollars.
Foods, drinks and narcotics—		
Butter and cheese	.....	$ 9,762
Bread and biscuits	$ 33,507	—
Drugs and medicines	35,256	2,030
Fruits—		
Fresh (of sorts)	13,850	—
Dried and preserved	72,541	1,010
Liquors (intoxicating)—		
Spirits—		
Gin	7,246	—
Whisky	1,004	—
Other liquors and cordials	22,074	—
Wines—		
Claret	5,502	—
Still of sorts	5,310	—
Sparkling of sorts	5,030	—
Malt liquors—		
Beer and ale	150,694	—
Milk, condensed and sterilized	723,112	73,660
Oilman's stores (provisions in tins, bottles and jars, unenumerated)	203,010	113,775
Provisions, fresh and salted	2,802	—
Hams and bacon	.....	7,088
Tobacco—		
Cigars and cigarettes	5,031,426	—
Tobacco	104,639	—
Vegetables—		
Fresh	.....	14,130
Preserved	18,896	—
Raw materials—		
Metal—		
Quicksilver	3,400	—
Other—		
Oils—		
Linseed	8,000	—
Lubricating	700,659	—
Grease	30,780	—
Petroleum	230,554	—
Other sorts	3,380	—
Seeds (of sorts)	7,815	—
Wax—		
Paraffin	2,100	—
Manufactured articles—		
Textiles—		
Apparel, hosiery, haberdashery, millinery and drapery	72,057	—
Cotton goods—		
Plain	4,600	—
Dyed	84,585	—
Wick and waste	1,953	—
Oil cloth and linoleum	37,025	—
Silk—piece-goods	2,520	—
Woollen cloth	5,000	—
Textiles of sorts	28,424	—

CANADIAN AND AMERICAN EXPORTS TO SINGAPORE.—*Continued.*

Article.	Imported from United States. Value. Straits Settlements Dollars.	Imported from Canada. Straits Settlements Dollars.
Metals—		
Arms, etc.—		
Muskets, rifles and fowling pieces	2,579	—
Machinery—		
Electrical	74,053	—
Engines, boilers and parts	84,837	—
Other, unenumerated	359,621	12,284
Sewing machines	5,050	—
Anchors and chains	20,070	—
Brassware	43,400	—
Copperware	4,333	—
Bicycles, parts and accessories	1,855	—
Engineers' stores not enumerated	6,603	—
Hardware and cutlery (excluding cooking utensils)	134,859	—
Iron bar and nail rod	53,892	—
Iron, corrugated	327,078	8,000
Iron hoop	61,094	—
Iron nails (wire and rose)	522,404	—
Ironware (excluding cooking utensils)	1,014,141	—
Leadware	4,075	—
Motor cars, motor bicycles, parts and accessories	1,024,489	245,882
Steel	706,577	—
Tin plates	126,624	—
Tinware	2,000	—
Tools, implements and instruments	217,145	—
Yellow metal sheathing	3,151	—
Zinc sheathing	3,258	—
Other manufactured metals of sorts	90,928	—
Materials—		
Gas	9,725	—
Tramway and railway	23,110,	—
Other—		
Books and maps	9,101	—
Bricks and tiles	1,066	—
Brush and brushware	1,161	—
Cabinetware	22,938	—
Cards, playing	69,822	3,600
Chemicals	35,418	—
Clocks and watches	12,675	—
Druggists' and dentists' sundries	24,887	—
Fancy goods, sporting materials and toys	10,573	—
Glass and glassware	6,959	—
Bottles	3,367	—
Glue	3,000	—
India-rubber goods	6,373	—
Lamps and lampware	15,612	—
Leather, etc., patent and manufactured—		
Boots and shoes	57,272	—
Leatherware	99,596	—
Musical instruments	13,396	—
Oilman's sundries	2,743	—
Paints	86,984	—
Paper	376,595	—
Perfumery	72,532	22,279
Photographic and cinematographic materials	155,319	—
Roofing and building materials, unenumerated	81,500	—
Toilet soap	15,567	—
Stationery	36,795	—
Tar	8,975	—
Tires, rubber	759,414	—
Woodenware	761,249	—
Grand total	$15,336,591	$516,000

CANADIAN AND AMERICAN IMPORTS FROM SINGAPORE.

Following is a comparative statement showing in Straits Settlements dollars (value about 50 cents) Canadian and United States imports from Singapore:—

Imported into the United States. Article.	S.S. $ Value.	Imported. into Canada.
Food, drinks and narcotics—		
Butter and cheese	.....	13,967
Fishmaws	.....	41,400
Sago—		
Flour	165,092	80,274
Pearl	35,386	10,532
Spices—		
Areca-nuts	3,900	—
Cubebs	80,966	—
Mace	.....	1,150
Nutmegs	174,282	2,660
Pepper—		
Black	4,594,268	396,018
White	932,006	203,922
Tapioca—		
Flake	59,783	36,042
Flour	.....	2,456
Pearl	39,212	130,620
Metal—		
Tin	43,573,619	55,020
Other—		
Copra	1,586,773	—
Gambier, in bales	779,536	20,714
Gambier, cube	74,457	—
Gums, dyes and resins—		
Copal	537,255	19,900
Dammar	409,085	1,680
Dragon's blood	13,400	—
Cambodge	7,605	—
Gutta-percha	638,844	79,068
Gutta inferior	158,434	11,210
Para rubber	106,333,570	9,610,099
Hides and skins—		
Hides, raw	82,400	141,121
Oils—		
Cocoanut	.....	384,720
Putch leaf	22,129	9,630
Rattans	1,556,297	20,348
Shells—		
Green snail	20,700	—
Mother-o'-Pearl	14,000	—
Tortoise	3,800	—
Wood—		
Planks	8,790	5,320
Grand total	$161,905,589	$11,277,871

CANADA MIGHT SELL TO STRAITS SETTLEMENTS.

Following is a list of articles which can be exported to the Straits Settlements and Federated Malay States:—

Foodstuffs—
Cheese, in tins, airtight.
Biscuits, in tins, airtight.
Fruit, dried, in tins, airtight; fresh apples, canned, of all sorts.
Vegetables, canned, of all sorts; potatoes.
Condensed milks and creams.
Farinaceous and breakfast foods, in tins.
Meats, canned sausage, potted meats, sliced bacon, canned and in glass.
Fish, canned.
Jams and fruit preserves.

Boots and shoes—

Cotton piece-goods—

CANADA MIGHT SELL TO STRAITS SETTLEMENTS.—*Continued.*

Cotton hosiery—

Cotton skirts—underwear—

Machinery—
Of all sorts.

Metals—
Builder's hardware, of all sorts.
Iron bars and rods.
Iron hoops and bands.
Iron nails, wire and rose.
Iron, galvanized.
Iron, galvanized, corrugated.
Steel of all kinds, including rails.
Steel office furniture.

Chemicals—
Acetic acid, in large quantities.
Wood preservatives and insecticides.

Toilet and proprietary articles—
Of all kinds.

Paints and colours—

Building papers—
Roofing.

Paper and stationery—
Playing cards—

Motor vehicles—
Parts and accessories.

Rubber tires—

Cinema films—
Especially educational.

Boxes (shooks)—
For rubber, in large quantities, of both wood and fibre.

Railway equipment and supplies—
Of all kinds.

Internal combustion engines—
Especially gas producing descriptions.

CANADA MIGHT BUY FROM STRAITS SETTLEMENTS.

Following is a list of articles which might be imported into Canada from Straits Settlements and Federated Malay States:—

Sago—
Flour and pearl.
Spices—
Nutmegs.
Peppers.
Tapioca—
Gums, dyes and resins—
Gambier.
Copal.
Dammar.
Rattans and canes—
Tin—
Capra—
Pineapple, canned—
Rubber—

EMPIRE TIMBER EXHIBITION.

Mr. W. L. Griffith, secretary to the Canadian High Commissioner in London, England, cables that the authorities have decided that it is advisable to keep the Empire Timber Exhibition open until July 24.

PROSPECTS FOR CANADIAN FLAX IMPORTATIONS INTO THE UNITED KINGDOM.

Chief United Kingdom Trade Commissioner Harrison Watson transmits the following information regarding the market for flax in the United Kingdom which he has received from Mr. A. S. Gaye, Director of the Flax Production Branch of the Ministry of Agriculture and Fisheries:—

Mr. Gaye stated that the only market in the United Kingdom for flax fibre existed in Belfast and the north of Ireland, and Dundee, in which centres he recommended that inquiries be made, because he knew—in the case of Ireland at any rate—that consumers were well aware of and in touch with Canadian sources of supply, some of them having visited flax-growing areas in the Dominion, while Canadian experts have frequently visited Belfast. The Flax Production Branch merely dealt with the output of their own factories, which now, however, have been sold to the following private concerns:

1. Messrs. Flax Cultivation, Ltd., 83 Pall Mall, S.W.1.
2. Messrs. Wessex Flax Factories, Ltd., 4 Hendford, Yeovil, Somersetshire.
3. Fife Flax and Fibre Corporation, Ltd., Walkerton Flax Factory, Leslie, Fife.

Owing to the stoppage of Russian supplies and the improbability of any flax being available from that country for many years to come, the shortage of this commodity is bound to continue. The pre-war prices of flax fibre were from £60 to £100 per ton, according to quality; while to-day it is worth ten times these figures.

According to Mr. Gaye's information, the acreage of flax in the United Kingdom this year will not exceed 12,000 acres. In Ireland the acreage is less than was anticipated; it may be doubted if it exceeds 100,00 acres. World supplies are likely to be much below demand for some time yet to come. It is probable that both Belfast and Dundee would welcome supplies from Canada, providing of course that the quality is satisfactory.

Other suppliers to this market are Belgium, Holland, France, Japan, India, British East Africa, and Egypt.

He understands that Canadian flax seed for sowing purposes has met with considerable success in the north of Ireland, and anticipates that the demand for this variety will continue. He thinks, however, that prices will recede somewhat next season owing to the big stocks of seeds and increased production in other countries.

DYE FROM SHELLFISH.

An American consular report contains an interesting description of how, on the Pacific coast of Costa Rica, purple dye can be obtained from a certain kind of shellfish. It appears that this shellfish, which is called the "nacascol," supplies a fine purple dye, but so far no way has been found for preserving the dye, and the industry has remained in the hands of a few old people who dye a few ounces of thread each summer. The process is very simple. On picking up the shell from the beach, the gatherer blows into it, whereupon a few drops of greenish liquor ooze out. This liquor is collected in a clam shell, and the thread is passed through it, assuming, on exposure to the sunlight, a beautiful purple colour, which is absolutely fast. It is thought possible that the dye turns fast only on exposure to the air, and that the liquor could b preserved by keeping the air away from it. There is little doubt, says the report, that this industry of dyeing thread could be extended to greater proportions if an extensive demand at good prices could be found for the dyestuff.

FISCAL AND TRADE NOTES FROM AUSTRALIA.

TRADE COMMISSIONER D. H. ROSS.

Increase of Commonwealth Parliamentary Allowance.

Melbourne, June 2, 1920.—Before the adjournment of the Commonwealth Parliament on May 21, the Parliamentary Allowances Act, 1920, was passed by both the Senate and the House of Representatives, whereby each senator and each member has his parliamentary allowance increased from £600 to £1,000 per annum.

In the case of a senator or a member holding office as a Minister of State, President of the Senate, Speaker of the House of Representatives and Chairman of Committees of the Lower House, the allowance is to be £800 a year in addition to the emoluments of his office.

The allowance to a member of the House of Representatives is to take effect from the day of his election, but the provisions of the Act are to apply to members of both Houses from the date of assent to the Act.

In addition to the allowance stated, the Leader of the Opposition in the Senate is to receive a further allowance of £200 a year, and the Leader of the Opposition in the House of Representatives an allowance of £400 a year.

It is provided that all moneys accruing to any senator or member not claimed within three months of its becoming due shall revert to the Treasury.

Disposal of Australian Wool.

The Australian wool-growers recently decided by vote that Government control in any form as regards the management of the realization of the 1920-21 wool clip would not be acceptable. A new scheme subsequently proposed by the Government has since been considered and accepted by the representatives of the growers, and the Government has now been authorized to place them before the Imperial authorities.

The principal features of the new proposals which have been found acceptable to the growers are:—

1. No export of the new 1920-21 clip from Australia prior to October 1, 1920.
2. No auction sales of Australian wool in London after September 30, 1920, until May 1, 1921.
3. The earliest notification of this to be given, so that buyers will know that Australian wool will be procurable only in Australia between the dates mentioned.
4. No auction sales to be held in Australia until October 1, 1920. From this date on Australian wool brokers would auction the 1920-21 clip on owners' account, and proceed with the auctions without interruption until May 1, 1921, from which date onwards normal conditions would prevail—i.e., the British Government would resume selling its left-over wool, and auctions could be held concurrently in Australia of any small quantity that might be left of the 1920-21 clip.

Certain other proposals of the Government as to the methods of financing the clip, in which it was suggested that five-year bonds, bearing interest, should be given in payment to the large owners, were held in abeyance for further consideration at a later date pending the receipt of replies to cabled communications with the Imperial authorities.

The manner in which the new clip is to be sold has not, at this date, been definitely decided, hence the foregoing particulars should not be accepted as conclusive, but rather as being subject to amendment.

Australian Meat Contracts.

The Australian meat contracts with the British Government, entered into early in the war, are to be continued in accordance with the original arrangements. The contracts provided for the sale to the British Government of the whole of the Australian exportable surplus of meat until three months after the signing of peace with all the belligerent powers. For some time Australian producers agitated for the termination of the contracts and the securing of a free market for meats, but recently the cabled reports of the congested state of stocks in England have brought about a modification of opinion on that point. It is now realized that continuity of the contracts is more advantageous to the meat industry than other possible arrangements would be, particularly as exporters are permitted to some extent to sell in other markets.

At a recent meeting of representatves of meat interests of the various states it was decided to adhere to the original arrangements with the British Government, and at the same time to urge the Imperial authorities to dispose as quickly as possible of the accumulated stocks of Australian meat in Great Britain in order to relieve the congestion of stocks that are stored on Imperial contract in the Commonwealth.

Australian Repatriation Loan.

A Bill has passed the Australian Parliament authorizing the Government to borrow a further £20,000,000 for repatriation and other expenditure arising out of the war.

In moving the reading of the Bill in the Senate, after its passage through the House of Representatives, the Minister of Repatriation stated that the nominal value of the loans floated up to date was £219,500,000, and that the Commonwealth had authority to raise a further £28,500,000. The Bill would increase the authority to £48,500,000, and would enable the Government to act should the market be favourable.

It is understood that if the financial mission of the Commonwealth Treasurer, who is at present in England, is successful it will not be necessary for the Government to utilize the authority conferred by the Bill.

Removal of Australian Trading Restrictions.

By a proclamation dated May 19, 1920, all restrictions on imports into Australia have been removed except as to dyes, the partial restriction on the importation of which has been maintained with the object of encouraging their production within the Empire. Restrictions on the exports from Australia have also been removed.

Hand Weaving in Australia.

The success attained in the production of hand-woven tweeds by one or two small groups of returned soldiers has led to the formation of a company in Melbourne to develop the industry on a larger scale. Employment in the new company is to be reserved for returned soldiers as far as practicable, and it is proposed to assist incapacitated soldiers by erecting looms for them in their own homes. The experience already gained, though in a small way, is sufficient to demonstrate that in a large wool-producing country like Australia the possibilities of hand weaving as a "home industry" are very encouraging, and the efforts being made to awaken public interest in the subject are meeting with a good response.

Most of the hand looms at present in use in Australia are locally made, but in the absence of recognized makers they are very difficult to obtain. Prices, details, and illustrations of hand looms of Canadian manufacture would be of much interest at this time, and if available at a satisfactory price they would likely meet with ready sales.

New Australian Confectionery Industry.

Suitable climatic conditions, with an unlimited supply of water and cheap electrical power, have been instrumental in securing for Tasmania the large chocolate, cocoa, and confectionery factory which the well-known English firms of Messrs. Cadbury Brothers, Fry & Sons, and James Pascal, Limited, have decided to establish in order to meet the requirements of their Australian trade.

The question of the site has been thoroughly investigated by the experts of these manufacturers, and the final decision settled upon an area of 230 acres on the Derwent river near Hobart. This large area will doubtless be utilized for the erection of a model village for the operatives. Plans for the erection of the factory are in preparation, and the erection of the works and installation of the plant will be expedited as speedily as circumstances will permit.

Australian Trade Returns, 1919-20.

Figures relating to the imports and exports of the Australian Commonwealth during the nine months ending March 31, 1920, which have just been made available, show that oversea trade has been well maintained in comparison with the corresponding period of the previous year.

Exclusive of gold shipments, the total value of the imports for the nine months (July to March) was £62,287,498, and of exports £111,959,000. Imports declined in value by £7,154,633, the main lines responsible for the reduction being drygoods, boots and shoes, paper and chemicals.

Prevailing high prices and difficulty of obtaining supplies were the principal factors in restricting importations from overseas. Exports show the large increase of £38,966,845, the principal products affecting the larger business being wool, wheat, flour, hides and skins, and meats.

The values of the principal groups of imports and exports for the nine months in comparison with those of the corresponding period of the previous year are given hereunder:—

IMPORTS INTO AUSTRALIA.

	Nine Months.	
Foodstuffs—	1918-19.	1919-20.
Animal	£ 357,098	£ 1,063,330
Vegetable	1,332,991	3,384,476
Beverages (cocoa, tea, etc.)	2,218,449	3,339,536
Liquors (whisky, wine, etc.)	1,088,294	745,616
Tobacco, cigars, etc.	705,945	1,072,248
Live animals	27,724	87,650
Animal substances (skins, hides, woollen yarn, etc.)	1,180,954	965,446
Vegetable substances (copra, flax, hemp, cotton yarn, etc.)	2,398,219	2,179,765
Apparel, textiles, boots, jute cordage and twines, etc.	29,028,199	15,424,906
Oils, fats and waxes	2,604,474	3,506,824
Paints, colours and varnishes	358,012	335,013
Ores and minerals	508,227	720,278
Machines, machinery, iron and steel, agritural implements, manufacturers of metal, motor cars, etc.	11,500,192	15,287,949
Rubber and leather and manufacturers thereof.	1,178,495	1,509,780
Wood and wicker and manufacturers thereof.	1,672,911	1,947,738
Earthenware, glassware, etc.	1,038,231	755,124
Paper and stationery	3,638,672	2,942,940
Jewellery and fancy goods	1,082,206	1,146,444
Surgical and scientific instruments, etc.	538,649	648,615
Drugs and chemicals	3,508,803	2,396,365
Musical instruments, etc.	2,663,362	2,651,201

EXPORTS FROM AUSTRALIA.

	Nine Months.	
	1918-19.	1919-20.
Butter	2,107,153	2,745,925
Cheese	89,848	268,393
Meats—		
Beef	1,885,576	1,856,398
Lamb	84,963	1,454,640
Mutton	663,546	3,076,183
Rabbits, etc	301,074	698,188
Preserved, in tins	3,050,788	2,405,990
Milk and cream	817,853	1,287,044
Wheat	6,215,446	18,574,021
Flour	3,773,926	7,004,084
Jams and jellies	1,182,744	913,835
Hides and skins	3,230,100	9,229,434
Pearlshell	229,295	381,015
Wool—		
Greasy	20,353,479	27,765,821
Scoured	7,330,851	6,823,212
Tops	678,940	1,165,646
Tallow	1,257,011	2,139,597
Copper	1,994,953	1,732,717
Lead	2,516,242	1,973,114
Leather	1,094,614	1,757,918
Tin	828,697	688,640

Bags and Contents Weighing over 200 Pounds Prohibited.

Recent correspondence from Canada indicated that some exporters are unaware that, for some years past, the importation into Australia of goods or products packed in bags weighing over 200 pounds gross per bag has been, and still is, prohibited. This regulation also applies to Australian products in interstate transportation.

The New Commonwealth Customs Tariff.

The Federal Parliament adjourned on May 21 (until a date to be fixed by the Speaker) on account of the arrival of H.R.H. the Prince of Wales in Australia, and in connection with the elaborate programme prepared for his reception, particularly in the states of Victoria and New South Wales.

The adjournment took place without the debate upon the new tariff being commenced, and (as this mail closes) it is improbable that the discussion upon the ratification of the first items will be entered upon until early in July. This intimation is given to numerous inquiries received from Canada as to when the schedules of duties would be definitely decided.

AUSTRALIAN APPLES.

Mr. D. H. Ross, Canadian Government Trade Commissioner in Melbourne, Australia, has sent the following cablegram:—

"The Australian Commonwealth exported this season 960,000 cases of apples containing 40 pounds each, realizing net to growers approximately 7/6 sterling per case. The home trade price is lower. Owing to shipping shortage approximately 1,000,000 cases of apples are now held, being double the quantity this time last year and quarter more than at the same time in 1918."

COMPETITION AGAINST CANADIAN CANNED HERRING IN AUSTRALIA.

TRADE COMMISSIONER D. H. ROSS.

Melbourne, June 14, 1920.—On expert authority, an attempt is being made to revive an arrangement (which had been in operation over a long period of years but was perforce relinquished during the war) whereby the leading wholesale distributors in the principal importing centres in Australia may again determine to handle only one line of canned herrings.

This special English brand, in pre-war days, practically controlled the Australian trade in fresh, in tomato sauce and salted varieties of canned herrings and the name of the packers was a household word amongst retail buyers in Australia, hence if the arrangement is revived it is likely to materially affect the sale of Canadian herrings throughout the Commonwealth.

During the war—and up to this date—supplies of canned herrings from England ceased and large quantities were imported from British Columbia and the United States, more paticularly over eighteen months ago when a shortage, for a long period, was anticipated by the wholesale trade. Considerable stocks then purchased are still held by importers who have found difficulty in selling a line on a profitable basis.

It is stated that the English firm has advised importers that they are now in a position to resume shipments to Australia on a large scale at prices for their best quality of herrings which will successfully compete with the cheapest grades of fish from North America. The arrangement desired between the English packers and Australian importers is said to be on the basis of protecting the latter from loss on the realization of the stocks still on hand, by the offer of the English firm to withhold supplies from the market until the "carry over" is cleared.

It is understood that a buying and selling price shall, as in previous years, be fixed for the English herrings when shipments are resumed (at a time to be decided upon by the Australian importer) which will give the wholesale distributors an approximate profit of about fifteen per cent.

Under the circumstances, further Australian purchases of Canadian herrings at recent prices are doubtful, unless the competitive rates can be met and a contra agreement entered into with some distributors throughout Australia whereby the quality is assured of being competitive and a similar margin of profit is guaranteed. Under the new Australian tariff canned fish from the United Kingdom is dutiable at the preferential rate of 1d. (2 cents) per pound weight as against 2½d. (5 cents) under the general tariff on Canadian and other fish which—under present conditions—is a factor against Canadian herrings meeting competition.

UTILIZATION OF EUCALYPTUS BARK FOR THE MAKING OF TEXTILE PRODUCTS.

Trade Commissioner D. H. Ross, Melbourne, Australia, in response to an inquiry arising out of an article which appeared in *Weekly Bulletin* No. 815 on the utilization of eucalyptus bark for the making of textile products, writes as follows under date May 31:—

Mr. Billings, the inventor of the process, in response to our request called a few days ago and stated that he did not know whether his process would be suitable for other countries, unless he had samples of the bark submitted to him for a trial.

It would appear that there is an unlimited quantity of eucalyptus fibre (suitable for his purpose) in Australia, and he has recently formed a small company with a paid-up capital of £9,000 to £10,000 for the purpose of placing their products upon the Australian market and thereby conclusively proving the success of his process.

At the present time "Australian Fibres, Limited," the company referred to, are producing twines, rope, coarse bagging (for such lines as potatoes and onions), door mats, oakum, furniture stuffing, and also some finer material for bagging (resembling jute cloth in appearance). As a matter of fact Mr. Billings states that there are unlimited varieties of trade for which the process can be successfully used, but at the present time they are confining their limited plant to the manufacture of such goods as find a ready and remunerative sale. He states that the eucalyptus fibre will take dyes freely, and that this is a rather important feature in connection with his process.

Questioned as to the sources of his supplies, he stated that local timber mills cutting eucalyptus trees would be able to supply an average of 9 to 12 hundredweight of green bark from each log cut up for mercantile timber. At present they are using the bark obtained from a cutting of about 25 logs a day from mills near Melbourne. This hitherto "waste bark" can be obtained for practically the cartage of the bark from the mills to the works. According to the quality of the bark, 1 ton of green fibre produces from 17 hundredweight of dry fibre suitable for their process. Mr. Billings explained that the bark was softened by a special process, carded and spun, after which almost any one could readily weave the yarn.

If Canadians interested desire to ascertain the applicability of the process to the bark of Canadian trees, Mr. Billings would be willing to test thoroughly any samples that may be sent to him and report fully thereon. Any fibrous barks, he states, could be experimented with and the quantity required would be about 28 pounds weight of each, from 2 feet to 4 feet in length, and the wider the better. His fee for this service would not be a large one. Inquiries should be addressed through Mr. D. H. Ross, Canadian Government Trade Commissioner, Stock Exchange Buildings, Melbourne.

MARKING WEIGHT OF CONTENTS ON LABELS OF CANNED FISH IMPORTED INTO NEW SOUTH WALES.

Trade Commissioner D. H. Ross, Melbourne, writes as follows under date June 14 respecting marking weights of contents on labels of canned fish imported into New South Wales:—

Under the Commonwealth Commerce (Trade Descriptions) Act, the regulations state that "in cases where the weight or quantity is set out, it shall specify whether the weight or quantity so set out is gross or net." Therefore, so far as general importations are concerned, the Federal law does not enact that the net weight of canned fish is to be marked on the labels, but if the weight is so marked it must be accurately stated.

British Columbia packers have for some time been aware of the proposed action of the State Government of New South Wales to enforce the marking of the net weight on each can of fish sold in that State.

Application was made by this office to delay the enforcement of the legislation in so far as the 1920 pack of British Columbia salmon and herrings was concerned. Only a few days ago was the final decision received, and it was promptly cabled to the Department of Trade and Commerce, Ottawa.

The decision of the New South Wales authorities is that, on and after July 1, 1920, canned fish—with the exception of sardines—will not be permitted to be sold in the State unless the net weight of the contents of each can is distinctly marked on the label. It would therefore be advisable that shipments of British Columbia fish for New South Wales should comply with the regulation so that the interests of the wholesale buyers and retail distributors will be facilitated by careful compliance with the regulation.

BRAZIL AND ITS FOREIGN TRADE.

TRADE COMMISSIONER G. B. JOHNSON.

Rio de Janeiro, June 18, 1920.—In *Weekly Bulletins* Nos. 856 and 857 there was published a report under the above title in the course of which it was stated that because of the thousand miles of coast line, the want of interior communications, the consequent concentration of population on or near the coast, and the lack of communication, except by sea, north and south, there are six distinct business districts or zones in existence in Brazil at the present time. Consequently the import and export trade of this vast country is not concentrated at one great seaport as is the trade of Argentina at Buenos Aires. It was further stated that each of these six zones has a primary seaport, and the zones themselves—the hinterland in each case of the seaport concerned—are more or less separate and distinct because the railways serving such zones, with the seaport as the terminus, are not perfectly connected up. The railways leaving the seaports run inland over the narrow coastal plain and in the course of a few miles begin to climb to the plateau above, the plateau, running north and south for thousands of miles and inland, being the predominant physical characteristic of the country. The railway then spreads fanlike over the immediate territory which forms the zone of the primary seaport concerned. So large is Brazil that such zones are merely the fringe of the country.

It will now be interesting to describe in some detail the business of the principal of these seaports and its sphere of commercial influence or tributary zone.

TRADE ZONE OF THE PORT OF RIO DE JANEIRO.

The city of Rio de Janeiro, Federal capital of Brazil, has a population of approximately 1,000,000 people. It is the centre of Brazilian social and political life, an important manufacturing city, and the largest shipping centre of the country, both for ocean-going and coastwise vessels. It is the most important point in Brazil for transhipment of imported and native products in redistribution by rail or coastwise vessels.

The harbour, one of the finest in the world, is some 15 miles long and 5 miles wide, deep enough for all ships, and practically land locked. Port facilities consist of 2¼ miles of quays equipped with steel cranes, modern warehouses, etc. There is also a floating drydock capable of berthing ships of 20,000 tons.

Rio receives almost one-half the imports for all Brazil and redistributes directly into trade territory composed of the states of Rio de Janeiro, Espirito Santo, and the greater part of Minas Geraes. The extreme western part of Minas is connected with Sao Paulo by railroad. The area and population of the "Rio Trade Zone," together with its status in the matter of primary education and schools, are shown by the following table:—

	Area, Sq. Miles.	Population.	Primary Schools, 1916.
Minas Geraes	3,594,471	5,064,858	1,865
Rio de Janeiro	26,627	1,446,193	434
City of Rio de Janeiro	.....	.....	302
Espirito Santo	17,308	434,512	163
Total	3,638,406	6,945,563	2,764

The climate of the region is mild, pleasant and subtropical in temperature. In the states of Rio and Espirito Santo there is a hot coastal plain of varying widths rising to the interior plateau. On the rolling uplands of Minas the climate is one of warm days and cool nights.

OCCUPATIONS OF THE PEOPLE.

The inhabitants of these states of Brazil are employed principally in various phases of agricultural and pastoral industries, with some mining in Minas, lumbering in Espirito Santo, and constantly growing manufactures in the larger cities near

the seacoast. The wage scale of the region is estimated at an average of $65 to $75 per month. It varies from the equivalent of 50 cents and 75 cents per day for inferior farm labour up to the comparatively high pay of skilled industrial operatives.

The region as a whole produces coffee, sugar cane, cotton, corn, beans, mandioca, and rice. The State of Minas is a large producer of live stock, hogs, cattle, lard, jerked beef, hides, and dairy products. The states of Rio and Espirito Santo are important producers of sugar cane and coffee, and both have developed during recent years an active lumbering trade.

Minas Geraes is the richest state of Brazil in mineral deposits, which include gold, diamonds, manganese, mica, and other minerals; and what are said to be the richest and largest undeveloped iron ore deposits in the world. Copper and asbestos deposits exist in the states of Rio de Janeiro and Espirito Santo. Active mining has up to the present time been confined largely to diamonds, gold, and manganese. There have been small workings of other deposits.

INDUSTRIAL STATISTICS.

Industrial statistics for the region for 1916 are given below. These statistics were compiled for taxation purposes, all industries not subject to taxes being excluded.

	Factories.	Capital.	Product.	Employees.
Minas Geraes	531	$ 6,938,000	$ 8,229,000	9,600
Rio de Janeiro	207	21,549,000	14,500,000	13,700
City of Rio de Janeiro	670	42,497,000	55,982,000	35,500
Espirito Santo	4	75,000	145,000	90
	1,412	$71,059,000	$78,856,000	58,890

An important industrial revival has occurred in Brazil since the foregoing (1916) figures were compiled. More recent data is not yet available, but this region has been one of the foremost in industrial progress, particularly in the city of Rio, in eastern Minas Geraes, and in the State of Rio, and these statistics should be augmented at present, particularly as regards capital and production figures.

Manufacturing industries of the city of Rio include textile mills; shoe, hat, tobacco, and furniture factories; breweries, saw-mills, foundries; and canned goods, leather goods, soap and perfumery, brick, nail and ironware factories. The State of Rio has textile mills, paper mills, match factories, and sugar mills. Minas Geraes manufactures cotton goods, earthenware, and dairy products. Espirito Santi manufactures some cotton goods and produces hardwoods.

EXPORTS AND IMPORTS.

The buying and selling power of the region is best indicated by the following table of imports and exports. The State of Minas, the largest unit of the section, has no seacoast and no direct foreign trade, its business passing largely through the port of Rio. In the same way the major part of the trade of the State of Rio de Janeiro passes through the port of Rio and not Nictheroy. (Nictheroy, a city of 87,000, across the bay from Rio, and reached by ferries at 20-minute intervals, is the capital of the State of Rio de Janeiro. The city of Rio, or the Federal District, is the capital of Brazil.) Figures are given in $1,000:—

	Exports.		
	1913.	1918.	1919.
Rio de Janeiro	$ 38,721	$ 68,872	$ 87,045
Espirito Santo	6,503	3,351	11,929
	$ 45,224	$ 66,123	$ 98,974

	Imports.		
	1913.	1918.	1919.
Rio de Janeiro	$127,115	$115,106	$145,304
Espirito Santo	1,216	100	—
	$128,331	$115,206	$145,304

Exports from this region to foreign countries and redistributed to other interior sections are chiefly through the port of Rio, which is the largest shipping point in Brazil for lards, hides, mandioca, manganese, and second largest in chilled meat, tobacco, oils, beans, coffee, and sugar.

SECONDARY PORTS.

There are four secondary ports of importance in this trade zone: Nictheroy, for all practical purposes a port of Rio and the terminal for railroads running north to Espirito Santo; Victoria, population 20,000, capital of Espirito Santo, and an important coffee-shipping point, serving northeastern Minas and Espirito Santo. Cargoes of lumber and sugar also go out of this port. Its export business is direct with foreign markets to a large extent. Imports were also direct prior to 1914; now, however, they come almost entirely through Rio, via coastwise vessels. Sao Joao da Barra, population 29,000, in the State of Rio, a coffee, lumber, and sugar port, having little direct trade with foreign markets; Pirapora, population 10,000, in Minas Geraes, a port on the Sao Francisco river, and a junction for the Central of Brazil Railway and river craft plying between that point and Joazeiro in Bahia, 1,000 miles to the northeast.

TRANSPORTATION FACILITIES.

The port of Rio is directly linked with its trade territory by two railroad systems —the Central of Brail Railway (Government line) and the Leopoldina Railway (private British enterprise). These systems maintain daily through trains on most of their branches, suburban service out of Rio, carry merchandise to the interior and return with native products for export or redistribution. Both serve rich agricultural and mineral lands, and haul into Rio the city's daily supply of fresh milk, eggs, vegetables, and food, as there is very little production in the low, flat lands which surround the port.

Coastwise vessels, sailing on an average of three times per week, make the small ports of the states of Rio and Espirito Santo, carrying freight and passengers. In the transportation of goods, heavy shipments are usually despatched coastwise when possible, while light packages go by rail. Transportation into the interior of the trade zone is by rail; and from points along the railroad to the farms and villages by horseback, mule train, and ox-carts.

Railways.—The Central Railway leaves Rio in a northwesterly direction, crosses the Federal District and the State of Rio to Barra do Pirahy, a city of some 26,000 inhabitants, an important railroad centre, being the eastern terminal of the South of Minas Railway system, and therefore a point of reshipment for commodities going to and from the south of Minas Geraes.

The Central separates into two main lines at this junction, one to the west, crossing a fertile farming country to the city of Sao Paulo, and the other, distinguished as the "Linha do Centro," penetrating Minas Geraes to Pirapora, on the Sao Francisco river, some 650 miles north of Rio and 44 hours' journey by passenger train. The latter line passes through varied agricultural, mining, and pastoral zones, producing fruits and fibres, milk and dairy products, coffee, rich mineral deposits, cattle, and a stretch of semi-developed territory on the last lap to Pirapora.

The following are the more important cities served by the "Linha do Centro" and its several small branches, the population statistics covering both the city and the municipio or county in which the former is located: Entre Rios (population 25,000), near fruit and fibre zone, and a junction point with the Leopoldina; Juiz de Fora (population 90,000), the most important commercial and industrial centre of Minas, where another junction is made with the Leopoldina Railway system. Business houses in this city redistribute merchandise into the dairy-products country and into the mining and coffee country of central and eastern Minas. Barbacena (population 53,000), situated near dairy products zone; Palmyra (population 15,000),

coffee lands; Sete Lagoas (population 27,000), agricultural and cattle region; Sabara (population 18,000), mining and commercial centre; Bello Horizonte (population 40,000), capital of State of Minas and connecting point with the West of Minas Railway; Curvello (population 54,000), commercial centre of the cattle country and the last important station before reaching Pirapora. Branches of the main railway line connect up the mining centres of Ouro Preto and Diamantina, the latter having a population of 60,000 inhabitants, some 150 miles from Rio, and the centre of the diamond district.

Returning to Barra do Pirahy and following the line of the Central Railway to Sao Paulo the following cities are served by the main line and its branches: Barra Mansa (population 28,500), junction point with the West Minas Railway and situated in a farming section; Rezende (population 27,000), cattle and dairy products centre. At this point the railway passes into the State of Sao Paulo, going through the city of Cruzeiro (population 15,000), a railroad and commercial centre, where the head offices of the South of Minas are located; and some half-dozen other commercial towns, including Jacarehy (population 25,000) and Taubaté (population 42,000), cotton milling centres. The country along this route to Sao Paulo city is very productive of cereals and cattle .

IMPORTS OF NEWSPRINT INTO BRAZIL, 1913-19.

The following article from *Wileman's Brazilian Review* of June 9, 1920, was transmitted by Canadian Trade Commissioner G. B. Johnson:—

The imports of newsprint into Brazil before, during and after the war were as follows, in tons of 1,000 kilos:

	1913	1915	1916	1917	1918	1919
United States	110	3,878	6,922	12,847	13,377	21,106
Sweden	4,940	5,407	7,329	6,878	4,238	5,307
Norway	6,459	12,363	14,805	5,626	1,249	3,470
United Kingdom	614	1,112	1,513	814	64	165
Argentina	1	370	176	391	40	125
Holland	3,831	726	1,239	123	46	37
Canada	28	102	68	33	225	26
Germany	10,401	1,114	22	2	....	6
France	258	8	192	219	21	1
Italy	262	452	104	8	—	—
Other countries	3,148	71	49	12	21	633
Total	30,052	25,904	32,419	26,953	19,281	30,875

In 1913 c.i.f. value averaged $245 per ton, rising to $743 per ton in 1919, an increase of $498 per ton or 203.2 per cent. With such an increase in cost of paper, together with similar increases in wages, ink, overhead expenses, etc., is it to be wondered at that newspapers can hardly make ends meet? In Rio de Janeiro an attempt was made to raise the price of the dailies from 100 to 200 reis, but was not successful. The public declared a strike, refusing to buy newspapers, with the result that sales fell off to such an extent that the dailies were forced to lower the price again.

Notwithstanding all these difficulties, imports of newsprint into this country show great expansion. In 1913, imports amounted to 30,052 tons, dropping in 1915 to 25,904 tons. In 1916, in consequence of the paper famine scare, imports reached the record of 32,419 tons, but fell again to 26,953 tons in 1917 and to 19,271 tons in 1918. In 1919, however, with greater shipping facilities from the United States, imports reacted and rose to 30,876 tons, or an increase over normal of 824 tons.

Before the war, Germany was the largest exporter of newsprint to this country, Norway coming a good second, Sweden third and Holland fourth. In 1919, however, the position was changed, and the United States not only usurped Germany in first place but captured all the Dutch, French and Italian trade, 79.9 per cent of that of other countries, and the greater part of small exports from the United Kingdom.

In 1919, the United States accounted for 68·3 per cent of total imports, Sweden for 17·1 per cent, Norway for 11·2 per cent, and other countries for negligible quantities.

Newsprint is again scarce and prices are on the upward track, and it would seem as if this country is about to experience a shortage of the article.

Canada, one of the largest manufacturers of newsprint, has had a very insignificant share of this trade. The time would seem to be ripe for a great expansion and with her direct shipping communication and banking facilities and cheaper prices, Canada could, with a little effort, secure a large share of the Brazilian trade.

MINERAL PRODUCTION OF CUBA.

TRADE COMMISSIONER HUGH A. CHISHOLM.

Havana, July 9, 1920.—The Inspecting Engineer of Mines for the Cuban Government has now compiled a survey of the mineral resources and production of the island which shows that Cuba has been producing valuable minerals over a period of many years, and, moreover, that comparatively few of her deposits have been in any way exploited.

Iron ore.—Although there are important deposits of iron ore in nearly every province, those in the province of Oriente in the eastern end of the island are the only ones that have as yet been exploited. Of these, the Juraguá mines have been producing over a period of thirty-six years an average output of 200,000 tons annually; the Daiquiri mines an average of 350,000 tons annually over a period of twenty-five years; the Cuero mines an average of 83,000 tons annually over a period of ten years, and the Mayari mines an annual average of 450 tons over a period of eleven years.

Manganese ore.—Of several deposits only those in the province of Oriente have been worked. These have produced an annual average of 13,000 tons. The greatest production was in 1918, when 97,600 tons were extracted.

Chromium.—The working of chromium deposits was commenced in 1918 in the eastern end of the island, the output in that year totalling 7,000 tons.

Copper ore.—Copper ore crops out in numerous localities all over the island. Three deposits have been worked for several years, one of which—in the province of Oriente—has been producing since the year 1830. This mine reached its greatest production in 1911, with 94,000 tons. The two other mines in the province of Pinar del Rio have been producing an average total of 130,000 tons annually.

Asphalt.—Operations have been recently commenced on the asphalt deposits in the province of Santa Clara and it is expected that this year's production will reach 10,000 tons.

Petroleum.—Many sporadic attempts have been made to work the petroleum deposits, but without any marked success. One well produced 8,000 barrels in 1919 and two others are now producing 100 to 180 barrels daily of naphtha.

Metal contents of Cuban ores.—The iron ore in the east of the island shows 54 per cent of iron, manganese ore 40 per cent, and chromium ore 35 to 45 per cent of oxide of chromium. Copper ores show 10 to 17 per cent copper extraction.

Scarcity of labour has reduced the mineral output of 1919, the mines finding it difficult to compete with the high wages offered on the cane plantations. The value of Cuba's mineral production in 1918 was twelve million dollars, but 1919 will probably not show more than 60 per cent of this figure.

SUGAR PRODUCTION STATISTICS FOR GRINDING SEASON 1918-19.

Trade Commissioner Hugh A. Chisholm.

Havana, July 9, 1920.—Government statistics of the totals of sugar production in Cuba for the grinding season of 1918-1919 have only recently become available. These show that the sugar centrals or mills in operation in the Republic numbered 196. The amount of cane ground was 3,231,937,234 arrobas, or approximately 40,000,000 tons, and the sugar produced was 4,009,737 long tons, as compared with 3,473,184 tons in 1917-18. The "Delicias" central produced 701,768 sacks or over 100,000 long tons of sugar, the greatest production for one season of any central in the island. Some idea of the immensity of this production from one sugar mill may be gained when it is realized that the value of 700,000 sacks of raw sugar at present prices is in excess of $35,000,000.

The output of molasses was 227,083,679 gallons as compared with 174,642,257 gallons in 1917-18. The value of the 1918-19 crop is estimated at $459,021,519, the sugar being valued at $454,479,846 and the molasses at $4,541,673. Although the sugar output of the 1919-20 grinding season which has just ended, will likely show a loss of from 5 to 10 per cent as compared with the previous year, it is probable that the value will be more than doubled owing to prices that, in many cases, have trebled and quadrupled.

A NEW SUGAR REFINERY.

It is a curious anomaly that refined sugar is probably more expensive in Cuba than it is at the present time in Canada, the retail price being from 30 to 35 cents a pound. Of course the reason is that Cuba does not refine enough sugar for her own consumption and has to buy back her sugar from American refineries. It is expected, however, that with the completion toward the end of this year of the new sugar refinery by the Algodones Sugar Central in Camaguey, Cuba will not be forced to buy refined sugars from abroad. The new refinery will, it is said, have a daily production of 700,000 pounds.

"CUBA'S BEST TOBACCO CUSTOMER."

Trade Commissioner Hugh A. Chisholm.

Cuban tobacco interests were considerably perturbed some weeks ago when it was learned that Great Britain had increased by 50 per cent her tariff on imported cigars. The situation was deemed so serious that the Cuban Government at once appointed a mission to proceed to England with the object of procuring at least a modification of the proposed increase which, it was claimed, would have the effect of ruining the Cuban cigar industry. This mission started on its way last month, but it is now announced by the Cuban newspapers that the mission has led to no results. Meanwhile, the question of retaliatory tariffs against British goods is exercising the minds of certain circles in this country.

The Cuban cigar industry might well look with apprehension upon any marked decrease in Great Britain's importation of cigars. For many years Great Britain has been Cuba's best cigar market. In the fiscal year 1913-14 Cuba exported to the United Kingdom 68,160,447 cigars valued at $1,639,993. The United States was the next best customer, buying $51,997,103 cigars valued at $3,909,792. During the war, English cigar imports fell off 50 per cent until 1918. In that year, Cuba's exports to the United Kingdom were 60,831,383 cigars valued at $5,917,393, as compared with exports to United States of 44,413,923 valued at $3,757,189. In 1919 and 1920 Cuba

cigar exportations to England have shown steady increases. In fact, the figures for the first quarter of 1920 show that the United Kingdom imported more Cuban cigars than Cuba's seven next best customers put together. The following figures show the numbers of cigars imported from Cuba to the countries mentioned:—

	First Quarter. 1919.	First Quarter. 1920.
United Kingdom	12,113,395	25,900,826
United States	7,495,393	12,143,420
Spain	2,306,718	5,183,970
France	5,950,200	2,442,930
Argentina	1,317,909	1,807,620
Australia	444,300	1,010,270
Chile	938,930	735,018
Canada	360,500	509,750
Total	30,927,345	49,733,804

IMPORT AND EXPORT TRADE OF PERU.

By J. F. Taylor, Lima, Peru.

Lima, Peru, 1920.—A comparison between the latest official Peruvian statistics, those of 1918, with those of 1913, shows: (1) The prosperity of the country, due to the increase in the amount of the exports, and to the very great increase, over 100 per cent in their value; (2) that the while the value of the imports has increased 50 per cent, the amount imported in 1918 is in many instances, especially in manufactured goods, materially less than was imported in 1913; (3) the extent to which several countries, noticeably the United States, has absorbed much of the import trade which formerly came from European countries.

The amounts given below, unless otherwise stated, are in metric tons (2,200 pounds).

The values are in Peruvian pounds, the pre-war value of which was the same as the pound sterling, or about $4.85. At the present time there is a premium on American money and the value of the Peruvian pound is about $4.75 United States gold.

Trade with the United States is segregated into that from Atlantic ports, designated by the letters U.S.A., and that from Pacific ports, U.S.P.

	1913.	1918.
Total exports	£9,137,800	£19,972,600
Total imports	6,088,800	9,705,100

Percentages of Peruvian import and export trade:—

	Imports.		Exports.	
	1913.	1918.	1913.	1918.
From and to—	p.c.	pc.	p.c.	p.c.
Great Britain	26.3	16.1	37.2	31.7
United States (Atlantic ports)	21.5	47.1	27.0	43.0
United States (Pacific ports)	7.3	7.2	6.2	3.6
Germany	17.3	0.005	6.7	—
Belgium	6.3	0.001	2.7	—
France	4.6	1.4	3.5	0.07
Chile	3.5	7.4	13.2	12.7
Argentina	0.04	0.45	0.02	2.9
Japan	0.2	2.8	0.02	0.3
Canada	....	0.7	....	—

In 1913 Canadian trade was included in that of Great Britain. The imports in 1918 from Canada amounted to £64,800, of which £57,800 was coal and £7,000 timber.

Exports.

	1913.		1918.	
	£	Tons.	£	Tons.
Copper	1,682,700	24,900	5,880,000	46,000
Cotton	1,564,800	56,200	3,720,000	21,300
Sugar	1,412,700	142,900	4,162,700	198,000
Petroleum	910,300	180,200	1,415,400	182,200
Rubber	816,000	2,800	323,400	2,000
Wool	516,900	4,700	2,704,600	6,800
Hides	200,900	3,700	106,500	1,500

The above represent the principal exports from Peru and, with the exception of cotton, rubber, and hides, all show increases in the amounts exported. Rubber is the only commodity which apparently had a lower price in 1918 than it had in 1913.

As shown above, the percentage of exports in 1918 was 31·7 to Great Britain and 46·6 to the United States.

In 1918, 220 tons of kid skins with a value of £53,500 were exported, all of which went to the United States.

Exports valued at £2,500,000 were sent to Chile in 1918, of which £2,000,000 was sugar and £150,000 rice. In the same year the exports to the Argentine amounted to £575,000, of which £270,000 was sugar and £300,000 naphtha.

In 1918 the neighbouring South American republics took over 60 per cent of the sugar exported from Peru. This local market enables Peruvian dealers to demand high prices, and is probably one reason for the shipments of Cuban sugar to British Columbia refineries. Recently, however, a shipment of Peruvian sugar was made to British Columbia.

The export of cottonseed, cottonseed oil and cake is of interest, as a fair proportion is sent to the Pacific coast, U.S.A.

	1913.	
Cottonseed—	£	Tons.
Great Britain	74,300	18,600
Chile	29,300	7,300
Germany	2,000	500
Cottonseed oil—		
Africa	1,600	56
Chile	900	23
Ecuador	700	25
Cottonseed cake—		
Great Britain	35,000	5,800
	1918.	
Cottonseed—	£	Tons.
Chile	59,400	10,000
United States (Pacific ports)	500	90
Cottonseed oil—		
Chile	103,700	1,390
United States (Pacific ports)	19,000	250
Other South American republics than Chile	13,000	170
Cottonseed cake—		
United States (Pacific ports)	16,000	4,000
Chile	800	200

It will be noted that the value of cottonseed cake has fallen from £6 to £4 per ton.

Imports.

	1913.	1918.
Tools and machinery	£923,200	£1,323,400
Foodstuffs	752,700	1,427,000
Metal goods	725,600	755,500
Cotton goods	688,400	1,280,300
Coal, cement and earthenware goods	510,000	897,600
Wooden goods, including timber	377,200	642,500
Woollen goods	302,200	447,300
Medicine and medical supplies	212,000	433,600
Writing materials, including paper	188,000	340,700
Leather goods	95,600	102,500
Furniture	57,300	62,800

The amounts of these imports are not given, and, on account of the great increase in the cost of the goods imported, the above figures give an exaggerated view of the increase.

A list is given below from which a comparison of the amounts of various imports can be made.

To any one unfamiliar with the difficulties of transportation in Peru many of the trade figures may appear conflicting—that, for instance, notwithstanding an exportation of £7,900,000 worth of agricultural products, cotton, and sugar, the principal importation to the country is that of foodstuffs.

While a certain amount of wheat is grown, practically all of the wheat and wheat flour is imported. Tea also is imported. These imports in 1918 cost:—

Wheat, chiefly from Chile and Argentina..	£415,200
Flour, chiefly from Chile, Argentina and United States..	67,300
Tea, chiefly from Hong Kong and United States..	93,200

But deducting the above from the total value of foodstuffs imported, there still remains an importation of more than £800,000 worth of foodstuffs of various kinds, several of which, of interest to Canadian exporters, will be found detailed below.

In 1918, £167,000 of rice was exported, most of it going to Chile and Bolivia, and during the same period £195,000 worth of rice was imported, mainly from Hong Kong and the Pacific coast of the United States. The export of rice is at present prohibited.

In 1918 there was an exportation of £5,000 worth of coffee, the greater part going to Chile and Arica, and an importation of £1,000 worth from Ecuador.

THREE WELL-DEFINED DIVISIONS OF PERU.

Peru is divided by the mountain ranges extending north and south into three well-defined regions.

The coast region between the foothills and the Pacific ocean is barren, except where irrigated by streams coming from the hills. The intention is, by using the water to better advantage, to greatly increase the amount of land available for agriculture. It is this district which supplies the exports of cotton, sugar, and petroleum.

In the mountain region, at elevations of from 8,000 to 10,000 feet, there are many fertile valleys where barley, potatoes, and other products are grown. The mining districts are at elevations of about 14,000 feet. From this region come the exports of minerals and wool.

The forest region extends from the foothills on the east side of the range to Brazil. The exports of rubber come from this district. There are no railway connections between this region and other parts of Peru. The head waters of the Amazon rise here, and exports are sent down these rivers and the Amazon to the Atlantic coast.

The greater part of the goods imported into Peru come to Callao, the seaport of Lima. It has the best docking facilities in Peru, and is the terminus of the central railway which connects the coast with the central mountain districts. The banking and commercial houses are centralized in Lima.

The port of next importance after Callao is Mollendo; it is the terminus of the Southern railway, which operates in the southern part of the Republic from the sea to the mountain region.

The only other railways are the Cerro de Pasco, which operates from the junction with the Central road at Oroya to the mineral district of Cerro de Pasco, and several shorter lines which parallel the coast or extend into the country short distances from the various ports.

In the mountain region there is little wheeled traffic and goods are packed on mules and llamas from the railways to their destination. It is consequently advantageous to have shipments which are not bulky and which are not subject to loss by exposure. This accounts to a great extent for the large importation of canned goods.

FEW HOME MANUFACTURES.

While a certain amount of textiles, cement, and other goods are manufactured in the country, Peru may be said to depend practically entirely on foreign markets for all classes of manufactured goods. Owing to the high prices obtained for exports, Peru is very prosperous, as evidenced by the amounts spent on what may be considered luxuries, such as automobiles, pianos, and perfumes. The increases in the amounts imported of paper bags, boards, small stoves, soap, sulphuric acid, bicarbonate of soda, and pencils is also noteworthy.

Peru is a country of great mining and agricultural resources, and will offer a continually growing market to the foreign manufacturer. This fact is generally recognized, and several countries, more especially the United States, are making efforts to establish themselves.

OTHER COUNTRIES PUSHING TRADE.

The local papers are full of advertisements of American goods; two American banks and numerous business agencies have been opened; direct lines of steamships are operating between Peru and the United States. Two American manufacturing companies have opened offices in the main thoroughfare for the display and sale of their product.

British goods are also well advertised by the old-established British firms; a British bank has recently been opened; there are steamship lines between England and Peru, and a touring exhibit of British products is expected to arrive this year. The British scheme for this exhibit seems to be even more extensive than that of the United States.

A direct line of steamships has recently been put in service from France.

Italy has recently opened a bureau at Genoa for the encouragement of trade with this country, and has also a direct line of steamships.

Advertisements appear of Norwegian products, paper, carbide, salmon and sardines.

I have seen two Canadian products appearing, among others, in an agent's advertisement, but the advertisement of a Canadian bank is the only purely Canadian advertisement that has recently come to my notice; nor have I learned of any particular effort made by Canadian exporters to establish themselves in Peru.

PERU IN NEED OF GOODS.

Peru is in need of goods, and prompt delivery is one of the most important items for the exporter to this country to keep in view. This does not mean, of course, that inferior goods should be sent. In fact, every effort should be made to let the consumer understand that it is not so much his first order but his permanent custom that is wanted. An interest shown by the exporter in the condition of the shipment on arrival here, and in the customer's opinion of the quality of the goods—which is good business anywhere—is, I think, even more effective when it concerns trade dealings with South Americans.

Letters, catalogues, and other information should be in Spanish, and the metric weights and measures should be used as far as possible. This does not apply so much when dealing with the local agencies.

There are many complaints of loss and breakage due to bad packing, and it should be remembered that shipments are subjected to very rough handling. It is a serious matter to the importer, and, when it could have been avoided by a little more care taken in the packing, is a source of much annoyance.

The best but expensive way to establish any line of merchandise is probably the usual one of sending samples with a traveller who understands the local market, and who is prepared to spend some time in the country. When goods are placed in the

hands of local agents care should be taken in the choice of these agents. The larger houses are sometimes better, as they have the necessary capital to carry large stocks, but frequently they carry similar goods from other countries, and may not push the sale of the Canadian product as much as a smaller agency might do.

A reference to the list below will show many articles which can be imported from Canada. Trade could also be built up in pulpwood utensils and in furs. There has in recent years been a great increase in the advertising and in the wearing of furs. It should be remembered that the winter in Peru is from May to October.

The amounts given below, unless otherwise stated, are in metric tons (2,200 pounds). The values are in Peruvian pounds, worth about $4.75 United States gold.

The letters U.S.A. are for imports from the United States Atlantic ports, and the letters U.S.P. are for imports from the United States Pacific ports.

IMPORTS INTO PERU, 1913: TOTALS, VALUES, AND BY COUNTRIES.

1913, Total Imports.			1913, Imports.		
Amount.	Unit.	Value £	From	Amount.	Value £.
Timber of Fir, Pine, etc., rough sawn—					
47,500	M ft.	262,000	U.S.A.	1,300	7,000
			U.S.P.	45,300	253,000
Timber of Fir, Pine, etc., Planed, Matched Flooring, etc.—					
1,050	M Ft.	6,700	U.S.P.	1,000	6,300
Boards for Making Boxes—					
2,100	tons	21,000	U.S.A.	250	2,500
			U.S.P.	500	5,000
			Great Britain	790	7,900
Ties for Railways—					
356	thousand	14,300	U.S.P.	300	12,000
Barrell and Keg Staves, rough—					
540	tons	2,100	U.S.A.	540	2,100
Furniture made of Ordinary Wood (not including Chairs)—					
93	tons	3,000	U.S.A.	74.5	2,400
Chairs of Ordinary Wood—					
357	tons	11,000	U.S.A.	336	10,600
Paper for Newspapers—					
1,945	tons	39,000	U.S.A.	585	11,700
			Germany	1,300	26,000
Paper, Wrapping and Flooring—					
670	tons	10,000	U.S.A.	13	200
			Germany	570	8,500
Paper, Roofing—					
81.6	tons	1,000	U.S.A.	37	460
			Great Britain	25	300
Paper Bags, Plain, without Printing—					
46	tons	920	U.S.A.	40	800
Pencils—					
8.6	tons	4,000	U.S.A.	1.5	700
Iron Bars and Plates—					
3,110	tons	28,000	U.S.A.	1,860	15,400
			Belgium	566	5,700
			Great Britain	560	5,500
Steel Bars and Plates—					
1,200	tons	18,000	U.S.A.	726	10,900
Corrugated Iron—					
4,250	tons	85,000	U.S.A.	2,190	43,800
			Great Britain	1,880	37,600
Fencing Wire, with and without Barbs—					
797	tons	9,600	U.S.A.	694	8,300
Agricultural machinery—			U.S.A.	.....	34,500
	not given	144,500	Great Britain	.....	50,000
			Germany	.....	30,000
Ploughs—					
500	tons	10,000	U.S.A.	340	6,800
			Great Britain	170	3,400
Shovels and Mattocks—					
320	tons	6,400	U.S.A.	24	500
			Great Britain	290	5,700
Incandescent Lamps—					
23,000	dozen	8,000	U.S.A.	8,400	3,000
			Germany	13,000	4,600
Electrical Machines and Apparatus—					
....	....	46,600	.....	.....	—

IMPORTS INTO PERU, 1913: TOTALS, VALUES, AND BY COUNTRIES.—*Continued.*

1913, Total Imports.			1913, Imports.		
Amount.	Unit.	Value £	From	Amount.	Value £.
Leather of all kinds—					
85.9	tons	26,800	U.S.A.	15.9	5,000
			Germany	35.0	11,000
			France	20.9	6,500
Leather Boots and Shoes—					
107	tons	51,000	U.S.A.	47	22,700
			Great Britain	39	18,000
Soap, Washing—					
545	tons	13,600	U.S.A.	200	5,000
			Great Britain	320	8,000
Soap, Toilet—					
110	tons	7,800	U.S.A.	6.5	450
			France	38.0	2,600
			Great Britain	30.0	2,100
Rosin for Soap-making—					
1,000	tons	2,000	Germany	1,000	2,000
Coal—					
150,600	tons	301,200	U.S.A.	11,500	23,000
			Great Britain	79,000	158,000
			Germany	32,700	65,000
Cement, Portland—					
26,000	tons	78,000	U.S.A.	12,700	38,000
			U.S.P.	100	300
			Belgium	7,000	21,000
			Germany	5,000	15,000
Dynamite—					
670	tons	67,000	U.S.A.	329	32,900
Flour from Wheat—					
2,400	tons	24,000	U.S.A.	1,000	10,000
			U.S.P.	1,160	11,600
Soda, Bicarbonate—					
165	tons	2,480	U.S.A.	70	1,000
			Great Britain	84	1,260
Fish, Vegetables, preserved in oil or water—					
620	tons	24,800	U.S.A.	150	6,000
			U.S.P.	210	8,400
Fish, Canned—					
160	tons	3,200	U.S.P.	1.5	30
			Germany	145.0	2,900
Sardines, Canned—					
545	tons	19,000	Spain	179	6,000,
			Germany	132	4,600
Meats, Corned Beef, Preserved and Canned—					
190	tons	9,500	U.S.A.	64	3,200
			U.S.P.	2.4	120
			Great Britain	46	2,300
Fruit, Canned—					
111	tons	4,400	U.S.A.	20	800
			U.S.P.	47	1,900
Ham—					
140	tons	5,600	U.S.A.	27.0	1,100
			U.S.P.	2.2	90
			Great Britain	105.0	4,200
Lard—					
2,860	tons	71,500	U.S.A.	3,200	50,000
			U.S.P.	200	5,000
			Hong Kong	640	16,000
Milk—					
1,000	tons	40,000	U.S.A.	110	4,400
			U.S.P.	63	2,500
			Great Britain	283	11,300
			Belgium	250	10,000
			Germany	170	6,700
Cheese—					
284	tons	12,800	U.S.A.	1	45
			Germany	58	2,600
			Belgium	81	3,600
			Italy	112	5,000
Candles—					
310	tons	18,600	U.S.A.	44.4	2,660
			Great Britain	133.0	8,000
			Italy	71.6	4,300

IMPORTS INTO PERU, 1913: TOTALS, VALUES, AND BY COUNTRIES.—*Continued.*

1913, Total Imports. Amount.	Unit.	Value £	1913, Imports. From	Amount.	Value £.
Patent Medicines—					
248	tons	43,000	U.S.A.	172.5	17,400
			France	78.3	11,000
			Great Britain	42.1	6,250
			Germany	33.8	5,200
Patent Medicines—					
not given		71,700	U.S.A.	not given	33,300
			France	.....	22,000
			Great Britain	.....	5,500
Sulphuric Acid, Commercial—					
420	tons	1,000	Belgium	137	350
			U.S.P.	160	400
Calcium Carbide, Carbonate, etc.—					
460	tons	6,900	U.S.A.	290	4,300
			Germany	116	1,750
			Great Britain	42	640
Typewriters—					
949	one	4,700	U.S.A.	846	4,200
			Germany	67	335
Small Stoves and Heaters—					
8.5	tons	340	U.S.A.	1.5	60
			Germany	4.6	200
Pianos—					
98.7	tons	8,900	Germany	74.8	6,500
			Great Britain	13.6	1,500
			U.S.A.	4.3	450
Automobiles, Passenger, all Classes—					
not given		37,200	U.S.A.	not given	14,800
			France	.....	12,200
			Germany	.....	4,000
Automobiles, Freight, all Classes—					
not given		200	U.S.A.	not given	200

IMPORTS INTO PERU, 1918: TOTALS, VALUES, AND BY COUNTRIES.

1918, Total Imports. Amount.	Unit.	Value £	1918, Imports. From	Amount.	Value £.
Timber of Fir, Pine, etc., rough sawn—					
51,700	M ft.	384,000	Canada	600	4,500
			U.S.A.	23,500	174,000
			U.S.P.	27,000	203,000
Timber of Fir, Pine, etc., planed, Matched Flooring, etc.—					
700	M ft.	6,400	U.S.A.	240	2,200
			U.S.P.	460	4,200
Boards for Making Boxes—					
3,400	tons	85,000	Canada	100	2,500
			U.S.A.	400	10,000
			U.S.P.	2,700	67,000
Ties for Railways—					
215	thousand	24,000	U.SP.	206	23,000
Barrel and Keg Staves, rough—					
240	tons	2,700	U.S.A.	205	2,300
			U.S.P.	34	400
Barrell and Keg Staves, worked—					
70	tons	2,800	U.S.P.	70	2,800
Furniture made of Ordinary Wood (not including Chairs)—					
65	tons	6,800	U.S.A.	52.6	5,500
Chairs of Ordinary Wood—					
127.6	tons	12,000	U.S.A.	117.8	11,000
Paper for Newspapers—					
1,500	tons	90,000	U.S.A.	1,470	88,000
Paper, Wrapping and Flooring—					
640	tons	16,000	U.S.A.	520	13,000
Paper, Roofing—					
168	tons	4,200	U.S.A.	155	3,800
			U.S.P.	13	300
Paper Bags, Plain, without Printing—					
86	tons	4,300	U.S.A.	76	3,800
			U.S.P.	8	400

IMPORTS INTO PERU, 1918: TOTALS, VALUES, AND BY COUNTRIES.—*Continued.*

1918, Total Imports.			1918, Imports.		
Amount.	Unit.	Value £	From	Amount.	Value £.
Pencils—					
11	tons	8,500	U.S.A.	7.3	5,700
			Japan	3.5	2,500
Iron Bars and Plates—					
1,352	tons	43,000	U.S.A.	1,261	40,000
Steel Bars and Plates—					
738	tons	39,500	U.S.A.	639.5	35,800
Corrugated Iron—					
391	tons	14,800	U.S.A.	388	14,700
Fencing Wire, with and without Barbs—					
352	tons	10,400	U.S.A.	352	14,700
Agricultural machinery—					
2,465	tons	183,700	U.S.A.	1,730	128,000
			U.S.P.	128	14,000
			Great Britain	600	40,000
Ploughs—					
322	tons	15,400	U.S.A.	322	15,400
Shovels and Mattocks—					
220	tons	22,500	U.S.A.	150	17,000
			Great Britain	67	5,600
Incandescent Lamps—					
25,500	dozen	16,800	U.S.A.	20,300	13,400
			Japan	3,500	2,300
Electrical Machines and Apparatus—					
....	....	89,500	.....	.....	—
Leather of all kinds—					
54.7	tons	39,000	U.S.A.	51.8	37,000
Leather Boots and Shoes—					
40.7	tons	50,000	U.S.A.	36.5	44,000
Soap, Washing—					
1,160	tons	58,000	U.S.A.	540	27,000
			Great Britain	530	26,500
Soap, Toilet—					
94	tons	14,100	U.S.A.	64	9,600
			France	7	1,050
			Great Britain	16	2,400
Rosin for Soap-making—					
700	tons	3,700	U.S.A.	700	3,700
Coal—					
46,000	tons	374,000	Canada	7,200	58,000
			U.S.A.	25,000	200,000
			U.S.P.	3,000	24,000
Coke—			Great Britain	6,500	53,000
15,700	tons	133,000	U.S.A.	12,600	107,000
			U.S.P.	2,800	24,000
Cement, Portland—					
20,000	tons	180,000	U.S.A.	15,000	138,000
			U.S.P.	4,400	40,000
Dynamite—					
670	tons	94,000	U.S.A.	610	85,000
			U.S.P.	60	8,500
Flour from Wheat—					
3,350	tons	67,000	U.S.A.	150	3,000
			U.S.P.	140	2,800
			Chile	2,550	51,000
Soda, Bicarbonate—			Argentina	300	6,000
333	tons	21,600	U.S.A.	287	18,700
			Great Britain	44.9	2,900
Fish, Vegetables, preserved in oil or water—					
430	tons	37,000	U.S.A.	96	8,000
			U.S.P.	223	19,000
Fish, Canned—					
106	tons	9,000	U.S.A.	2.5	200
			U.S.P.	46.0	3,900
			Japan	54.0	4,500

IMPORTS INTO PERU, 1918: TOTALS, VALUES, AND BY COUNTRIES.—*Continued.*

1918 Total Imports. Amount.	Unit.	Value £	1918, Imports. From	Amount.	Value £.
Sardines, Canned—					
224	tons	22,400	U.S.A.	100	10,000
			U.S.P.	90	9,000
			Spain	24	2,400
Meats, Corned Beef, Preserved and Canned—					
87	tons	8,700	U.S.A.	40	4,000
			U.S.P.	2.7	270
			Hong Kong	18	1,800
Fruit, Canned—					
190	tons	19,000	U.S.A.	21	2,000
			U.S.P.	150	14,000
Hay—					
122	tons	16,700	U.S.A.	100	13,000
			U.S.P.	5	670
			Great Britain	4	500
Lard—					
2,234	tons	213,200	U.S.A.	470	44,600
			U.S.P.	28	2,650
			Hong Kong	1,600	152,000
Milk—					
1,050	tons	52,500	U.S.A.	660	33,000
			U.S.P.	360	18,000
Cheese—					
70	tons	12,600	U.S.A.	22.0	4,000
			U.S.P.	3.4	600
			Argentina	14.5	2,600
			Chile	12.0	2,000
Candles—					
123	tons	14,700	U.S.A.	83	10,000
			U.S.P.	23	2,780
Perfumery—					
305	tons	94,600	U.S.A.	232	67,500
			France	21	8,200
			Great Britain	24.8	9,400
Patent Medicines—					
not given		75,600	U.S.A.	.....	60,400
			France	.....	7,600
			Great Britain	.....	3,800
Sulphuric Acid, Commercial—					
780	tons	17,000	U.S.A.	220	5,000
			U.S.P.	560	12,000
Calcium Carbide, Carbonate, etc.—					
250	tons	11,200	U.S.A.	230	10,260
			Japan	12	530
Typewriters—					
1,573	one	39,000	U.S.A.	1,500	37,200
Small Stoves and Heaters—					
15.8	tons	3,000	U.S.A.	13	2,600
Pianos—					
116	tons	28,700	U.S.A.	109	27,000
Automobiles, Passenger, all Classes—					
1,200	tons	211,400	U.S.A.	1,175	207,600
Automobiles, Freight, all Classes—					
195	tons	26,500	U.S.A.	176	23,400

BRITISH EMPIRE MOTOR FUEL DEVELOPMENT.

(United States Commerce Reports.)

An Empire Motor Fuels Committee has been appointed by the Imperial Motor Transport Council "to take immediate steps to encourage and develop the production and utilization of additional motor fuel supplies and of raw materials therefor in all parts of the Empire, and more particularly to insure increasing shipments of motor fuels to Great Britain and, so far as may be necessary, to the Empire overseas." The committee is instructed to co-operate with any Government or private body to further its objects and to incur such expenditure as may be desirable, subject to the approval of the council.

TRADE WITH ROUMANIA.*

Trade Commissioner L. D. Wilgress.

III.

Effect of the War on Roumanian Trade.

The outbreak of the war had the effect of greatly curtailing the foreign commerce of Roumania. The closing of the Dardanelles restricted the exchange of products to the Central Powers and Russia. Upon the declaration of war by Roumania in August, 1916, foreign trade ceased almost entirely. Roumania was still able to receive a small quantity of war material and other supplies through Russia, but after the Bolshevik revolution even the restricted facilities afforded by this route came to an end and Roumania was shut in on all sides. The Central Powers occupied the greater part of the country towards the end of 1916 and they derived a large share of the benefit from the rich crops of 1915 and 1916, since the closing of the Dardanelles had made it impossible to ship the surplus grain abroad.

The Germans and Austrians remained in occupation of the greater part of Roumaina until March, 1918, when the Roumanians were forced by circumstances to conclude a disadvantageous peace. During the occupation the Central Powers despoiled Roumania of rolling stock, factory equipment, and live stock and damaged railway bridges and right of way. They also forced upon the country bank notes of their own issue to the extent of over 2,000,000,000 lei (par value of lei equals 19·3 cents). The Roumanians in their turn were later able to take a large quantity of live stock, agricultural implements, rolling stock, and other supplies when their forces occupied Budapest, the capital of Hungary, during the Bolshevik troubles of the summer of 1919.

RESUMPTION OF TRADE.

With the conclusion of the armistice in November, 1918, and the opening of the Dardanelles, the trade of Ruomania with the countries of Western Europe was once more resumed. Importations recommenced upon a large scale, but the ecenomic position of the country did not permit of a revival of exports. Italy and Spain were among the first countries to take advantage of the opportunity to resume commercial relations with Roumania. Italy sent chiefly cotton and woollen textiles, silk goods, and silk and cotton thread. Spanish merchants shipped to Roumania cotton and woollen textiles and boots and shoes. In certain instances ships were despatched from Barcelona with Spanish goods to be sold to Roumania on consignment. Merchants in Greece and Constantinople also began to trade with Roumania in goods received from Italy, Spain, and other countries.

For the period immediately following the armistice the merchants in the countries mentioned had practically a monoply of the trade with Roumania. The result was that they accumulated large amounts of Roumanian lei, which they were holding for an improvement in the rate. Thus it is estimated that Spanish merchants accumulated 450,000,000 lei from the goods which they sold to Roumania, while Italy sold merchandise to the value of 350,000,000 lei. The continued importations, combined with the absence of exports and the falling due of bills for goods sold on credit, led to a decline in the exchange value of the lei, which caused a heavy loss to most of these holders of Roumanian exchange. Forced liquidations on their part brought about a still further fall in the exchange rate. The pound sterling reached as high as 300 lei in February, 1920, as compared with 60 a few months previous. Since then there has been an improvement in the value of the lei due to the falling off

* The preceding articles in this series were published in *Weekly Bulletins* Nos 858 and 859.

in the importations of non-essential articles. In April, 1920, the pound was quoted at around 250 and with improvement in the European exchanges a month later stands between 200 and 220 lei.

HEAVY IMPORTATIONS.

The latest trade statistics published by the Roumanian authorities are those for the first six months of the year 1919, and they illustrate the large value of importations during that period as compared with exports from Roumania. The total value of goods imported is 1,114,549,722 lei, as against exports valued at 5,983,371 lei, of which oil products accounted for 4,644,593 lei. The average exchange value of the lei during this period ranged from 10 to 12 cents.

The following table shows the value by principal classes of the goods imported during the six months, January to June, 1919:—

Imports into Roumania by Principal Classes, January to June, 1919.

Classes of Merchandise	Value. Lei.	Percentage. of total.
Living animals	1,889,012	0.17
Animal food products	129,167,887	11.59
Animal non-food products	1,727,113	0.16
Leather and leather goods	54,016,460	4.85
Furs	113,680	0.01
Wool and woollen goods	57,130,074	5.13
Animal substances	17,963,112	1.61
Silk and silk articles	19,108,770	1.71
Cereals and derivatives	272,659,428	24.46
Vegetables and flowers	27,143,100	2.44
Vegetable oils	24,350,390	2.19
Spirits	4,967.034	0.45
Groceries and fruits	81,728,387	7.33
Sugar and articles containing sugar	8,531.490	0.77
Timber and wood manufacture	7,766,956	0.69
Vegetable textiles	250,519,738	22.48
Articles of apparel	101.969,394	9.15
Paper	4,926.041	0.44
Celluloid	195 360	0.02
Rubber articles	10,500.822	0.94
Mineral water and salts	126,481	0.01
Stone products	54,354	0.00
Glassware	1 939,189	0.17
Oil products	1,642 211	0.15
Metal goods	10,178,949	0.91
Machinery	5,996 508	0.54
Vehicles	254,601	0.02
Boats	5 550	0.00
Watches	1,637,827	0.15
Musical instruments	6.917	0.00
Games	10.382	0.00
Chemicals and drugs	9.666,106	0.87
Perfumes	2,881,546	0.25
Colours	3.573.417	0.32
Explosives	261,436	0.02
Totals	1,114,549,722	100.00

SOURCES OF SUPPLY.

British, French, United States, and Canadian goods commenced to reach Roumania in large quantities about the month of July, 1919, and since that date these countries have improved their relative positions in the Roumanian trade, while there has been a falling off in the proportion of imports from Italy and Spain. German and Austrian goods have reached Roumania by way of Switzerland, but the amount has not been large. The Japanese have also been among those who have been active in attempting to develop commercial relations with Roumania.

The exchange situation since the beginning of the year 1920 has restricted importations to articles absolutely essential. Goods could not be ordered so long as there

were stocks in the country purchased when the exchange value of the lei was lower. These stocks, however, are now (May, 1920) being rapidly reduced, and importation will soon again be necessary.

Great Britain has sent a large quantity of textiles of all kinds to Roumania. The British Government accorded a credit of £500,000 for the purchase of supplies and materials for the Roumanian railways. Another credit of £500,000 was granted to the Farmers' Co-operative Society by a banking organization in Manchester, under which purchases of textiles and farm machinery have been made. During the summer of 1919 the credit insurance scheme of the British Board of Trade was applied to Roumania, but was abandoned before many firms were able to avail themselves of the facilities offered. Roumania has also received supplies of metal goods of all kinds, tools, machines, safes, leather, and other articles from Great Britain. British goods are in evidence in Roumania in nearly all branches of trade.

After British goods, a large quantity of merchandise has been imported into Roumania from France, and in spite of the exchange difficulties French goods are still being brought in. Roumanian firms have received merchandise from France shipped in small lots by railway. The lines supplied from this source are the typical products of French industry, such as soaps, perfumes, dress goods, ladies' wear, fine woollens, hats, ladies' footwear, men's ties and shirts, canned foods, drugs, paints and varnishes, motor tires, gramophones, and surgical appliances. Naturally the restrictions on the importations of luxuries have lately curtailed the trade in most of these lines.

Many commercial travellers from the United States have visited Roumania since the armistice, and besides relief goods, a considerable amount of business has been done in iron and steel articles, nails, wire, screws, galvanized iron, caustic soda, oxide of zinc, soap, boots and shoes, socks and stockings, canned fruits, typewriters, cash registers, toilet articles, tractors, and motor cars.

A certain quantity of goods has been imported from Germany, Czecho-Slovakia, and Austria by way of Switzerland, the chief lines being cheap iron goods, nails, kitchen utensils, enamelled ware, and cotton goods. Railway material and furniture has also been imported direct from Austria. Discouraged by the unfavourable exchange position with allied countries, Roumanian importers have lately been seeking supplies from Germany, but so far their expectations have not been realized regarding cheap prices and possibilities of early delivery.

Numerous offers for all kinds of goods are now beginning to be received from Czecho-Slovakia on terms said to be advantageous, but the possibility of early deliveries are uncertain. This country has also been negotiating with Roumania for an exchange of products. Last year a large quantity of coke was received from this source in exchange for salt and other products, while lately the Farmers' Co-operative Society of Roumania has arranged for the purchase of 5,000,000 lei worth of ploughs and other agricultural implements from Czecho-Slovakia.

SUPPLIES FROM CANADA.

Agricultural machinery was the only considerable export from Canada to Roumania before the war. In the spring of 1919 the Canadian Government, acting through the Canadian Mission in London, accorded the Roumanian Government a credit of $25,000,000 against five-year treasury bills for the purchase of necessary supplies in Canada. The total amount of the credit was proportioned in the following manner:—

For manufactured products	$14,400,000
foodstuffs	4,300,000
raw materials	4,300,000
shipping charges, etc	2,000,000
Total	$25,000,000

The agreement was sanctioned by Order in Council of April 2, 1919. The credit expired on December 31, 1919, on which date all but $2,626,532.73 of the total amount had been utilized. Orders were placed under the credit for the following goods, which were purchased in Canada by the Canadian Government acting through the Canadian Trade Commission, Ottawa, and shipped to Roumania on account of the Roumanian Government:—

Manufactured Products.	Value.	
Binders (3,150)	$ 636,000 00	
Binders, spare parts	34,995 10	
Canvas covers for binders	—	
Binder twine (2,000 tons)	940,996 00	
Woollen goods	3,192,588 85	
Churns and butterworkers	12,790 00	
Axes, saws, picks, etc	133,319 25	
Picks, adzes, etc	3,424 00	
Paints, varnishes, etc	259,157 15	
Shirts and overalls	1,696,540 50	
Hose and sweaters	698,902 50	
Men's suits	3,809,895 38	
Socks and stockings	901,123 70	
Bags and twine	94,172 00	
Roofing	327,000 00	
Nails	353,774 49	
Steel rails and accessories	545,482 00	
Total		$13,640,160 92
Foodstuffs—wheat		3,324,085 21
Raw materials—		
Textiles	$2,624,533 71	
Yarn	898,020 00	
Pig iron	66,138 48	
		3,588,692 19
Shipping charges, etc		1,576,072 67
Total amount of credit utilized		$22,373,467 27

The bulk of the above goods arrived in Roumania during the late summer and autumn of 1919 and were distributed by the Roumanian Government. The Ministry of Agriculture was given charge of the distribution of the binders, binder twine, and certain tools, which were offered for sale to the landowners and peasants at cost. The other manufactured supplies were distributed by the Ministry of Commerce and Industry, mostly to railway and other employees of the Government through the medium of co-operative stores, which are organized among the employees of practically all branches of the Government under the supervision of the ministry concerned. Certain urban co-operative societies also received some Canadian supplies for distribution. The Canadian goods were distributed practically at cost, a small percentage being added to cover expenses. The binders and twine arrived rather late for distribution during the season 1919, so that only a little over 150 machines were sold last year, but preparations are being made for their sale during the coming harvest season. Part of the other Canadian supplies are also still being distributed.

In addition to the goods sent to Roumania under the above credit, the Canadian Woollen Manufacturers' Association have had a representative in Roumania for several months and important orders amounting to several million dollars have been taken from leading drygoods firms, a co-operative society, and Government departments.

With over $20,000,000 worth of Canadian products sent to Roumania during the past year under credit afforded by the Canadian Government, Canada has already an important stake in the Roumanian market. The writer has interviewed the Roumanian officials in charge of the distribution of these products, and in every case satisfaction was expressed regarding the quality of the goods supplied from Canada. An excellent introduction has thus been afforded Canadian products, and it rests with the manufacturers and exporters to take advantage of every opportunity to establish permanent connections with this market, which promises to be of growing importance in the future.

(A further instalment of this report will be published in next issue of the *Weekly Bulletin*.)

THE BELGIAN "COEFFICIENTS OF INCREASE."

A complete translation of the Belgian tariff, showing the "coefficients of increase" at present applicable to most of the specific rates of the tariff was published in the *British Board of Trade Journal* of July 8, and is on file at the Commercial Intellgence Branch, Department of Trade and Commerce, Ottawa.

THE IMPORT OF MACHINERY INTO THE WEST INDIES.

Trade Commissioner E. H. S. Flood.

Barbados, June 22, 1920.—The general prosperity which began to be in evidence in the West Indies before the war has steadily increased since that time, and is reflected in the large increase of imports of every kind, and noticeably in the import of machinery. In a report published in the *Weekly Bulletin* (No. 590) in 1913 on the value of hardware imported into these islands, it was shown that the total value of the import was £1,189,446, which included £364,022 for machinery and agricultural implements. This was probably at that time a record figure for machinery, as only a few years previous the total value of the import did not exceed more than one-half. Up to 1913 there was no attempt at uniformity in the customs returns of the various colonies, so that there was no assurance of accuracy in summarizing to get a general statement for all the islands. Under the British Customs Ordinance, however, which came into force in the West Indies about that time, machinery was to include machinery for sugar factories, rum distilleries, mining, railways, water and sewerage works, sewing machines and a few other items of less importance. Following this classification the import in the year 1914 for machinery (agricultural implements being left out) valued £354,850, and in 1917, the last year for which complete returns are available, had increased to £784,247.

The following table gives the value of machinery imported into each colony in the five-year period 1914-18, the total of which amounted to £2,596,837. Of this the United States supplied £1,416,282, and the United Kingdom £1,069,941:—

	1914.	1915.	1916	1917.	1918.
Jamaica	£101,062	57,735	84,357	85,885	83,586
British Guiana	48,778	104,586	149,434	262,870	238,586
Trinidad	149,181	143,318	169,302	252,865	216,768
Barbados	18,520	20,560	63,475	133,169	73,239
Leeward Islands	22,755	17,664	18,833	39,830	—
Grenada	8,772	2,410	1,563	2,812	2,717
St. Vincent	3,260	835	1,499	2,908	—
St. Lucia	2,524	2,824	4,322	4,088	—
	354,850	349,932	492,785	784,427	614,843

INCREASE IN MACHINERY FROM THE UNITED STATES.

As is shown in the statement below, the United States in the five-year period supplied the largest value in machinery, totalling £1,416,282. In the first years of the decade, however, the value of the machinery from the United States did not exceed twenty per cent of the whole, the United Kingdom holding the bulk of the trade. Referring to those early years, some electrical machinery, machinery for mining operations in British Guiana, for the reaping and preparation of rice in that colony, together with a certain quantity of machinery for saw mills and ice factories throughout the islands, was principally the type of machinery coming from the United States. All the sugar and other heavy machinery and a substantial share in the lighter kinds came from the United Kingdom. The lead taken by the United States

in 1917, supplying in that year £456,740 (over one-half of the whole); and in 1918, £442,205 (or about two-thirds) will also be seen.

The following statement gives a summary of the total import and the value credited to the United Kingdom and the United States:—

	United Kingdom.	United States.	Other Countries.	Total.
1914	£ 181,684	150,035	23,131	354,850
1915	197,085	145,869	6,978	349,932
1916	258,380	221,433	12,972	492,785
1917	295,176	456,740	32,511	784,427
1918	137,613	442,205	35,025	614,843
	£1,069,938	1,416,282	110,617	2,596,837

SUGAR MACHINERY.

After the advance in the price of sugar in 1914, a large quantity of sugar machinery and other equipment for the sugar factories began to be imported. Of the total import of machinery into British Guiana for the five-year period valuing £804,201, £529,624 was for the sugar factories. In the Leeward Islands, though all are not sugar islands, the import of sugar machinery for that period was in about the same proportion to the whole. In Barbados, however, a much greater proportion of the machinery imported was for sugar, as, out of a total of £308,963, £277,602 was sugar machinery. The statistics in Jamaica do not definitely indicate that "agricultural steam machinery" is for the sugar factories alone, but as the island is increasing its area in sugar cane and giving increased attention to the industry, it is probable that a large quantity of sugar machinery is now included in the summarized import. Out of a total import of £412,625, £229,843 was "agricultural steam machinery." No separate classification is given in the customs returns in Trinidad for the different kinds of machinery. A large increase in that colony is taking place in the import of machinery, and it is to be noted that there is also an appreciable increase in the quantity of sugar manufactured. It is therefore a fair presumption that the import of sugar machinery has very much increased during the last few years.

METHODS ADOPTED IN THE WEST INDIES FOR IMPORTING SUGAR MACHINERY.

The method in vogue for importing sugar machinery into the West Indies is that plans of the required machinery are prepared by local engineers, which are then submitted to the manufacturers. The machinery is shipped direct to the factory owners accompanied by the plans and specifications which are placed in the hands of the factory engineer, and the machinery is then erected in accordance with the plans. The firms supplying sugar machinery are not necessarily confined to that particular class of machinery, but if not they always have a special department, or branch, devoted to this particular business, with special engineers attached to the department. These firms also send out from time to time competent engineers to these islands to study the requirements of this trade and this practice is pursued by firms supplying machinery of any kind to the West Indies. Some American houses who have made a study of West Indian sugar machinery are supplying very efficient work. If Canadians want to get any of this business, it would be necessary for them to do likewise. It would also be a good plan to get a British house to establish a branch factory in some manufacturing centre in Canada for the manufacture of sugar machinery. Canadian houses would have to be in a position to compete in price with British and American machinery. Recent competitive prices for certain boiling-house requisites such as valves, stop-cocks, etc., with Canadian and British houses, proved that the latter were somewhat lower than the Canadian houses.

SOUTH AFRICA'S IMPORTS.

Trade Commissioner W. J. Egan.

III.

The following is the third of the series of articles by Mr. Egan on imports into South Africa. The preceding articles were published in *Weekly Bulletins* Nos. 858 and 859.

Anchors and Chain Cables

(For Ship's Use).

Country of Origin.	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for the Union	$2,040	$7,545	+ $5,205
Canada	.....	.....	—
United States	5	860	+ 755
United Kingdom	1,965	4,725	+ 3,240
Norway	70	1,950	+ 1,880

Iron and Steel—Angle Channel and T.

Country of Origin.	Quantity. 1913. Cwt.	Quantity. 1919. Cwt.	Quantity. Decrease or Increase. Cwt.	Value. 1913. $	Value. 1919. $	Decrease or Increase. $
Total for Union	97,951	33,148	—64,803	159,000	149,000	—10,000
Canada	.....	541	+ 541	.....	2,820	+ 2,820
United States	8,868	5,574	— 3,294	13,900	32,075	+18,175
United Kingdom	63,161	26,851	—36,310	107,000	113,875	+ 6,875
Germany	12,750	182	—12,568	19,000	245	—18,755
Belgium	11,065	.....	—11,065	16,700	.....	—16,700

In the year 1917, when the total imports dropped to 14,806 cwts., Canada supplied 1,849 cwts., and in 1918, when the imports had reached the low figure of 12,493 cwts., Canada supplied 753 cwts.

Iron and Steel—Bar, Bolt and Rod.

Country of Origin.	Quantity. 1913. Cwt.	Quantity. 1919. Cwt.	Decrease or Increase. Cwt.	Value. 1913. $	Value. 1919. $	Decrease or Increase. $
Total for Union	430,357	283,405	—146,952	1,234,000	2,293,425	+1,059,425
Canada	.....	75,277	+ 75,277	.....	383,000	+ 383,000
United States	31,679	95,016	+ 63,337	72,500	844,500	+ 772,000
United Kingdom	367,025	107,345	—259,680	1,103,000	1,078,800	— 24,200
Belgium	23,446	.....	— 23,446	32,700	.....	— 32,700
Germany	5,867	.....	— 5,867	17,000	.....	— 17,000
Sweden	1,742	5,767	+ 4,025	6,800	86,775	+ 79,975

Canada's first supply under this entry was in the year 1915, when the imports from Canada were 841 cwts; this increased to 25,468 cwts. in 1916, and again an increase to 46,054 cwts. in the year 1917, from which there was a considerable drop in 1918, the imports for that year being 29,561 cwts. Canada's extra increase last year must be partly credited to balances of old orders shipped immediately after the armistice in 1918, and which arrived in South Africa after January 1, 1919.

Pre-war, the United Kingdom held about 80 per cent of the total trade. During the past six years the position locally has altered considerably. One steel plant at Vereeniging, in the Transvaal, has been supplying rods of all kinds to the Railway Department, but in a special way the reinforcing rods required on all bridge work.

The mines on the Rand have also been receiving big supplies from this plant, such as tube mill bars, fish plates, sleepers and angles, round and square bar steel, crushers, shoes and dies for the mines; one contract alone for the latter article was a 10,000-ton contract.

This development has been on prices, which while a shade lower than import, were of course very high in comparison to pre-war supplies from overseas.

Pretoria, in the Transvaal, is producing pig iron of a fairly satisfactory quality, and a plant at Newcastle is almost ready for a fair output. All of these conditions will have to be considered seriously for future trade possibilities by all overseas shippers.

Cast Iron.

The import of cast iron in rough or finished castings, not pipe fillings, is not very large, the highest in any one year being $10,090 in 1919, and of this the United Kingdom shipped to a value of $10,035.

Iron and Steel—Girders, Beams and Columns.

Country of Origin.	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for the Union	$358,000	$245,625	—$112,735
Canada	15,300	.....	— 15,300
United States	37,000	56,425	+ 19,425
United Kingdom	194,000	188,800	— 5,200
Germany	105,000	390	— 104,610
Belgium	2,300	.....	— 2,300

Pre-war there was some evidence of ability to supply from Canada; since then this import dropped gradually and there was no export in 1918 or last year.

Under this heading there has been some development in manufacture in South Africa, but this will not be a big factor for some time to come. With reconstruction work and new prospects in sight, there should be a big import under this heading for some years to come.

Iron and Steel—Hoop Iron.

Country of Origin.	Quantity. 1913. Cwt.	Quantity. 1919. Cwt.	Decrease or Increase. Cwt.	Value. 1913. $	Value. 1919. $	Decrease or Increase. $
Total for Union	23,285	31,426	+ 8,141	100,000	242,100	+142,000
Canada	.....	202	+ 202	.....	1,690	+ 1,690
United States	6,054	23,347	+17,293	12,500	190,550	+178,050
United Kingdom	14,505	7,877	— 6,628	34,300	49,860	+ 15,560
Germany	27,269	.....	—27,269	42,000	.....	— 42,000
Belgium	5,454	.....	— 5,454	11,000	.....	— 11,000

As the use of hoop iron has increased on account of extra wool production and export, there has been a constant shortage for the last four years. The normal demand will be much large than before the year 1913.

Iron and Steel—Pig and Ingot.

The average quantity of pig and ingot imported annually for the four pre-war years was 28,500 cwts. For the last four years the annual average import is about 32,000 cwts. The United Kingdom has always held the great portion of this trade. During the war India made extra efforts to supply. In 1917 the total imports from that country were 9,401 cwts. Japan shipped 2,000 cwts. in 1917, and in 1918 Australia shipped for the first time 3,000 cwts. Last year the only import was from the United Kingdom, which shipped 32,230 cwts. valued at $63,550, as against 36,914 cwts. in the year 1913, valued at $34,000

Iron and Steel—Pipe and Piping, Cast.

The first separate entry under this heading is shown in the 1918 statistics of imports, when a total of 203,372 cwts. was imported, valued at $659,500, while last year the total imports were 374,873 cwts. valued at $1,479,000. Canada shipped in 1918, 2,835 cwts. valued at $24,400; this dropped last year to 1,665 cwts. valued at $12,500. The imports from the United States for the same years were 7,005 cwts. valued at $49,750, as compared with 2,794 cwts. valued at $29,350 last year. The United Kingdom, which has always held the great share of this import, shipped 193,452 cwts. valued at $585,000 in the year 1918, and for last year increased to 370,414 cwts. valued at $1,437,150. Norway ships occasionally in very small quantities.

The imports for this year and for some time in the immediate future will be on a fairly large scale, owing to water schemes in several centres of the Union.

This business is hard to secure for the reason that all municipalities have their purchasing agent in England; further, the engineering practice being nearly all British trained, the British make is called for, and as a result it is only under exceptional circumstances that indents are placed in other countries.

Representation on the spot will be the only means of gradually securing a footing, but of course if not competitive in price and supply of all the sizes required, business cannot be secured.

Iron and Steel—Pipe and Piping, Wrought Only.

The imports under this heading have since 1910 reached a million and a half dollars in value. The year 1913 value of import was $1,856,000, but cast pipes were included and as quantity received was not shown in those days, reference to the years 1918 and 1919 only are submitted, as for these years we have the entry for wrought piping only and quantities are given.

The imports under this heading for the two years reviewed are from three countries only, Canada, United States and the United Kingdom.

The total imports in 1918 were 107,019 cwts., valued at $860,500, which increased in 1919 to 144,545 cwts. valued at $1,312,000. Imports from Canada dropped from 32,053 cwts. valued at $294,335 in the year 1918 to 21,393 cwts. valued at $174,110 last year. The United States exports increased from 38,272 cwts. valued at $274,720 in the year 1918, to 42,809 cwts. valued at $357,700 last year. The United Kingdom is evidently again in a position for export in this line, as her exports increased from 36,694 cwts. valued at $292,000 in 1918, to 80,393 cwts. valued at $780,000 in 1919. Pre-war, Germany held an average annual trade of $460,000. Belgium also shipped, but in small quantities, and did not average above $8,000 annually.

The quality and finish of the Canadian article has always been favourably commented on by the big importers, and praise given to the exporters for their readiness to arrange packing to suit the requirements of the South African trade. This is a line of export which it is hoped we will be able to increase our trade on, as it is now well established and known throughout the country.

The fittings for pipes and pipings which previous to 1918 were included under the one entry, are shown separately. This trade, in proportion of course, is about the same as for wrought piping. The table for import of quantity and value is submitted.

Iron and Steel—Pipes and Piping, Fittings.

Country of Origin.	Quantity. 1913.	Quantity. 1919.	Decrease or Increase.	Value. 1913.	Value. 1919.	Decrease or Increase.
	Cwt.	Cwt.	Cwt.	$	$	$
Total for Union	9,402	14,368	+4,966	199,000	331,650	+204,650
Canada..	130	64	— 66	1,640	800	— 840
United States..	1,788	2,433	+ 640	33,300	67,050	+ 33,750
United Kingdom	7,469	11,602	+4,133	155,000	314,300	+159,300

Iron and Steel—Plate Rolled.

Previous to 1916, the total entry included sheet with plate; since then a separate entry in the statistics has been shown, so the table showing the history of import in quantity and value in these articles is submitted as from 1916 only. Pre-war, under the old entry, the average annual import was about $370,000, being divided as follows for the year 1913: —Canada ———, United States $31,000, United Kingdom $207,000, Belgium $73,000, Germany $57,000. In addition, the South African Government Stores import an average annual value of about $75,000.

Imports of Sheet Plate.

Year.		Total for Union.	Canada.	United States.	United Kingdom.
1916	cwt.	126,511	.....	81,649	44,845
	$	234,100	.....	184,100	140,000
1917	cwt.	59,680	77	46,717	12,467
	$	354,100	410	302,600	51,300
1918	cwt.	43,411	832	22,072	20,470
	$	247,000	9,360	152,930	84,100
1919	cwt.	106,547	.....	62,455	44,092
	$	511,900	.....	321,400	190,500

Sweden shipped in the year 1914 to a value of $17,000 and since then in small amounts, the highest in value being $600, in 1917.

Iron and Steel—Sheet Rolled.

Year.		Total for Union.	Canada.	United States.	United Kingdom.
1916	cwt.	20,136	167	4,896	15,065
	$	76,825	530	14,900	60,800
1917	cwt.	7,795	.....	7,092	703
	$	43,000	.....	38,600	4,425
1918	cwt.	7,852	.....	6,349	1,503
	$	73,000	.....	63,800	9,175
1919	cwt.	27,515	.....	16,354	11,161
	$	196,800	.....	128,890	67,910

Iron and Steel—Galvanized and Corrugated.

Country of Origin.	Quantity. 1913.	Quantity. 1919.	Decrease or Increase.	Value. 1913.	Value. 1919.	Decrease or Increase.
	Cwt.	Cwt.	Cwt.	$	$	$
Total for Union	706,914	277,039	—429,875	1,960,000	2,001,500	+ 41,500
Canada	209	.....	— 209	1,000	.....	— 1,000
United States	15,879	68,112	+ 52,333	44,300	525,700	+481,400
United Kingdom	686,305	208,919	—477,386	1,895,000	1,480,000	—415,000

The demand for galvanized corrugated sheets is as big as ever, but price and supply has prevented anything like the normal import, which pre-war averaged annually 735,000 cwts. On the average the United Kingdom supplied fully 92 per cent of the total. Germany's effort on this article pre-war was very limited.

In the year 1917 Canada supplied 1,476 cwts. valued at $14,000. Very many inquiries have come to this office in regard to possible supply from Canada.

There is also a good demand for the galvanized sheets, not corrugated, particulars of which are submitted in the following table:—

Iron and Steel—Galvanized, Not Corrugated.

Country of Origin.	Quantity. 1913.	Quantity. 1919.	Decrease or Increase.	Value. 1913.	Value. 1919.	Decrease or Increase.
	Cwt.	Cwt.	Cwt.	$	$	$
Total for Union	170,347	60,580	—109,767	480,000	484,200	+ 4,200
Canada	.....	.....	.....	.....	.....	—
United States	1,587	33,511	+ 31,924	4,300	271,800	+267,500
United Kingdom	167,929	27,069	—140,860	474,000	213,750	—260,250
Belgium	769	.....	— 769	2,000	.....	— 2,000
Germany	60	.....	— 60	140	.....	— 140

Iron and Steel—Plate Tinned.

Country of Origin.	Quantity. 1913. Cwt.	Quantity. 1919. Cwt.	Decrease or Increase. Cwt.	Value. 1913. $	Value. 1919. $	Decrease or Increase. $
Total for Union	409	77,632	+77,223	1,600	784,200	+782,600
Canada	.....	.....	.....	.....	.....	—
United States	13	18,421	+18,408	150	181,580	+181,430
United Kingdom	396	59,211	+58,815	1,450	602,620	+601,170

The development in canning, engineering and foundry work is so extensive that there is a big demand for iron and steel sheets of all kinds. At the moment of writing, steel plates are in heavy demand. Stocks in hand have advanced in a big way owing to quotations from overseas for new supplies.

Canada's success in the supply of iron and steel of all kinds to South Africa, as shown all through this report, is due entirely to the fact that a number of our Canadian plants have seen the necessity for representation and acted accordingly.

Co-operation with this office by the Canadian firms intending to and actually shipping to South Africa, has been of such a character, that we have been able to carry on with their representatives a class of team work which helped to secure the best results.

The success of these firms and the standard acquired by war opportunities, has brought home to many other industries the value of export trade and a great number are now arranging for representation.

It is essential now that home trade is booming, that some consideration must be given to the endeavour resolved on for export trade. Some percentage at least of the output should be reserved for export, more particularly by all the firms who have submitted samples and quoted prices through their accredited agents.

The next section of this report, under the heading of iron and steel, refers to machinery of all kinds. Outside of agricultural machinery, Canada's exports, in an engineering way, to this country are extremely limited. There is evidence, however, of a considerable interest by a good number of the Canadian engineering plants, and if the purposes expressed are carried out we should begin to secure a trade which will develop rapidly on account of manufacturing expansion in South Africa as well as new mining developments.

GRAIN ELEVATORS FOR SOUTH AFRICA.

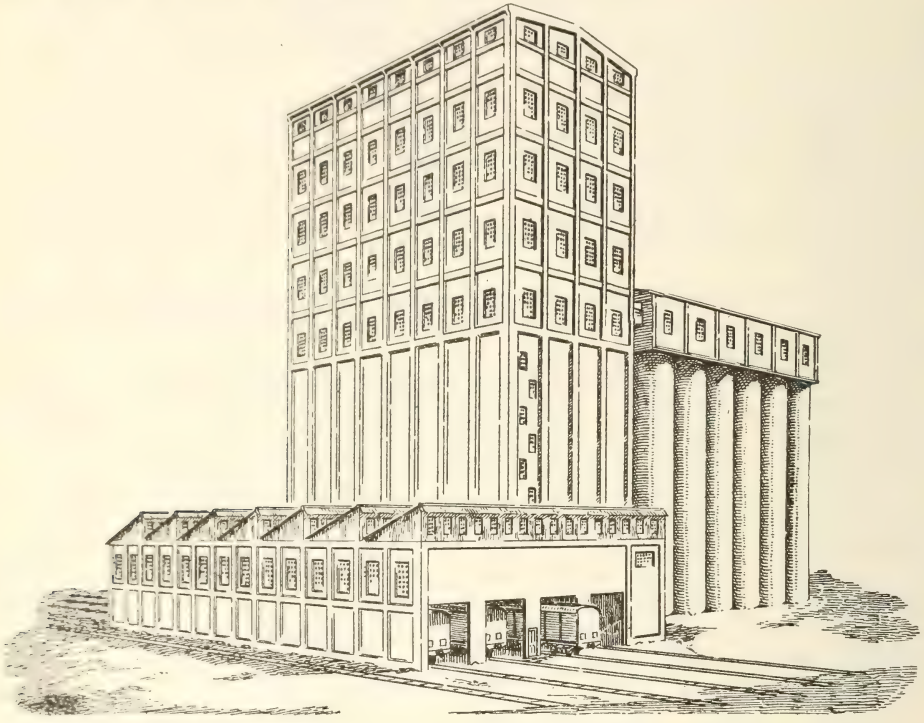
Trade Commissioner W. J. Egan.

Cape Town, May 28, 1920.—In *Weekly Bulletin* No. 770 of October, 1918, was published the report of the Grain Elevators Committee appointed by the Government of the Union of South Africa to consider the construction of elevators in South Africa. A blue-book has been presented to Parliament which covers the consulting engineer's report upon the construction, location and designs for grain elevators for the Union, together with a covering recommendation from the Railway Board and a memorandum from Sir W. W. Hoy, K.T., C.B. Sir William Hoy says in part:—

"The consulting engineer's conclusions are substantially in accord with those of the Grain Elevators Committee, but he does not support the committee's recommendation that three port elevators should be provided, namely, at Durban, Cape Town and East London. He recommends approximately the same aggregate port elevator capacity (72,000 tons) as that recommended by the committee, viz., 70,000 tons, but advocates that the elevators should be provided at two ports only, namely, Durban (42,000 tons) and Cape Town (30,000 tons). I am in agreement with the consulting engineer on this point, and it will be recollected that in my report dated 18th July, 1918, submitting the report of the Grain Elevators Committee, I expressed the view

that two port elevators (at Durban and Cape Town) would be sufficient until the growth of the export grain trade warranted an extension of the elevator system.

"With regard to 'country' elevators, the consulting engineer recommends 71 country elevators, having an aggregate storage capacity of 160,200 tons. The Grain Elevators Committee recommended 62 country elevators with an aggregate capacity of 116,500 tons. The increased capacity recommended by the consulting engineer is due to increases in the grain crops in certain districts occurring in the crop year following that in which the committee made its investigations.



Perspective drawing of the Elevator for Cape Town. Capacity 30,000 tons.

"The consulting engineer's recommendations regarding elevator capacity may be summarized as follows:—

	Storage capacity. Tons.	Total turnover per annum. Tons.	Estimated capital cost.
Durban	42,000	336,000	£ 497,500
Cape Town	30,000	240,000	316,500
Total port elevators	72,000	576,000	£ 814,000
Seventy-one country elevators	160,200	801,000	890,000
Interest on capital during construction			95,000
Total, capital cost			£1,799,000

RECOMMENDATIONS.

After reviewing at length the other features of the report, Sir William Hoy makes the following recommendations:—

"(*a*) That the complete scheme of port and country elevators, as recommended by Mr. Littlejohn Philip, providing for two port elevators and seventy-one country elevators, be approved in principle.

"(*b*) That two port elevators be erected, one at Durban with a storage capacity of 42,000 tons, and one at Cape Town with a storage capacity of 30,000 tons; that, as a commencement, provision be made for the erection of thirty-four country elevators to be ready concurrently with the completion of the port elevators, and that the erection of the remainder of the country elevators remain over until experience dictates the desirability of proceeding further with the scheme. The capital cost of these proposals will be roughly £1,443,000, made up as follows:—

Port elevator at Durban	£ 497,500
Port elevator at Cape Town	316,500
Thirty-four country elevators, say	552,700**
Interest on capital during construction, say	76,000
Total	£1,442,700

"This total is as against a total of £1,799,000 for the complete scheme recommended by Mr. Littlejohn Philip.

"(*c*) That special box trucks for bulk conveyance to the designs recommended by the consulting engineer and approved by the chief mechanical engineer, be obtained to handle the output of the thirty-four country elevators, and that these trucks be ordered for delivery about the time the elevators are ready.

"(*d*) That approval be given at an early date and the necessary funds provided for on the current year's estimates. The work will have to be started as soon as possible after the estimates are passed by Parliament, if the elevators are to be ready for the 1923 crop.

"(*e*) That in connection with the establishment of the scheme, favourable consideration be given to the position of co-operative societies which have erected large storehouses for the accommodation of maize.

"The Railway Board records its approval of the recommendations made by the general manager.

"In addition to the above, the following is a section of the consulting engineer's report dealing with capital cost of both port and country elevators.

CAPITAL COST OF PORT ELEVATORS.

"The capital costs given in the table underneath are based on price at 1st November, 1919. The steel work and the machinery averaged all round are roughly two and a half times pre-war cost. The figures provide for a first-class job throughout, of a permanent nature, of high efficiency, and entailing low cost of upkeep. It would be quite possible to reduce the capital cost by cutting down the quality, the margin of safety on buildings and foundations, by reducing intake and output machinery capacity, and by lowering the efficiency, but I cannot recommend it.

	Capetown. 20,000 tons.	Capetown. 30,000 tons.	East London. 20,000 tons.	Durban. 42,000 tons.
Foundations	28,000	40,300	43,000	136,000
Buildings	100,800	116,800	107,600	189,000
Machinery	88,000	91,700	90,000	116,000
Galleries and ship-loading plant	60,200	60,200	34,000	49,000
Drying plant	7,500	7,500	7,500	7,500
Total	284,500	316,500	282,100	497,500

CAPITAL COST OF COUNTRY ELEVATORS.

"The capital cost of the country elevators varies according to size and equipment, and the following table shows how the total cost is made up. Some elevators will cost more than others, but the cost is averaged, a sum being included in each

** This figure will depend upon the places selected from the consulting engineer's groups.

for ordinary slab foundations. In addition, however, a special provision is made to cover the additional cost of foundation in a few cases where difficulties of contour of ground and nature of sub-strata require special treatment. Borings or excavations have not been made on the sites of these elevators. It must therefore be understood that although I consider the provision sufficient, it is impossible to definitely say so."

Capacity in Tons.	Cost of Building.	Cost of Machinery.	Total.	Number Elevators.	Cost of Installation.
Group A—					
1,800	£ 5,400	£ 4,600	£10,000	12	£120,000
2,200	6,200	5,200	11,400	1	11,400
2,600	7,000	5,300	12,300	7	86,100
3,000	7,500	7,800	13,300	5	66,500
4,000	9,700	11,100	20,800	5	104,000
4,800	11,100	11,400	22,500	3	67,500
5,800	12,400	12,000	24,400	4	97,600
				37	£553,100
Special provision for foundations					31,300
Total					£584,400
Group B—					
1,200	£3,700	£4,400	£ 8,100	26	£210,600
1,800	5,400	4,600	10,000	8	80,000
				34	£290,600
Special provision for foundations					15,000
					£305,600
Grand total					£890,600

ERECTION IN NEAR FUTURE.

There would seem to be no doubt that the construction of the elevators will be sanctioned by Parliament and that the construction of same will be put under way in the near future.

A perspective drawing of elevator for Cape Town is submitted with this report.

The capacity of the Cape Town elevator is 30,000 tons. The drawing approximately to scale 1/400.

The elevator for Durban is the same design with a capacity for 42,000 tons.

EXPERIMENTS IN THE SPINNING OF ARTIFICIAL WOOL IN LEEDS.

(Kelly's Monthly Trade Review.)

Some interesting experiments have been carried out at the University of Leeds in regard to spinning artificial wool into suitable fabric—with conspicuous success, it is stated. As is well known, ever so many attempts have been made in the same directions; all failures. At the request of several firms interested in the matter, Professor Barker commenced a series of experiments on an entirely new principle, such as 50 per cent natural and 50 per cent artificial wool, and with 100 per cent artificial wool. These experiments, as stated, turned out very successful, and at the time of writing the new wool is in the course of being dyed. The exact composition of the wool substitute is for the time being kept a secret. In regard to the cost, it is not settled yet what the actual figures may be, but it will certainly be cheaper than wool. During the experiments the finest spinning equipment was placed at the disposal of Professor Barker, who declares, after four months experimenting, that this artificial wool is suitable and all right for medium or coarse wools, while on the other hand it cannot yet be decided if it would be suitable for very fine qualities. A series of experiments in regard to colour, textiles, strength, and lustre is now in the course of being carried out.

FORTHCOMING FAIRS.

(British Board of Trade Journal.)

United Kingdom.

Bakers', Confectioners', and Allied Traders' Exhibition—
September 4th-10th, at Royal Agricultural Hall. Trades, Markets and Exhibitions, Ltd., 31, Queen Victoria Street, E.C. 4.

The Machine Tool and Engineering Exhibition—
September 4th-25, at Olympia. The Machine Tool Trade Association, Incorporated. Applications by July 31st to Secretary, 70 Victoria Street, Westminster, S.W.1.

Business Efficiency Exhibition—
September 9th-18th, Birmingham Chamber of Commerce, 95 New Street.

Grocers,' Provision Dealers' and Allied Trders' Exhibition—
September 18th-24th, at Royal Agricultural Hall. Trades, Markets and Exhibitions, Ltd., 31 Queen Victoria Street, E.C. 4.

International Shoe and Leather Fair—
October 4th-9th, at Royal Agriculture Hall, Islington. Organized by "The Shoe and Leather Record," 40 Finsbury Square, E.C. 2, on behalf of The Shoe and Leather Fair Society, Ltd.

International Commercial Motor Vehicle Exhibition—
October 14th-23rd, at Olympia. Organized by the Society of Motor Manufacture and Traders, Ltd., 83 Pall Mall, London, S.W.1.

International Motor Exhibition—
November 4th-13th, at Olympia and the White City. Organized by the Society of Mototr Manufacturers and Traders, Ltd., 83 Pall Mall, London, S.W.1.

The Cycle and Motor Cycle Show—
November 29th-December 4th, at Olympia. Organized by the Cycle and Motor-Cycle Manufacturers' and Traders' Union, Ltd., The Towers, Coventry.

Glasgow Shipbuilding, Engineering and Electrical Exhibition—
Kelvin Hall, Nov. 8th-Dec. 4th. Apply J. M. Freer, Kelvin Hall, Glasgow.

International Rubber Exhibition—
London, June, 1921.

Other Countries.

Norwegian Industries Fair—
Christiania, September 5-18.

Prague Fair—
September 5 to 28.

Barcelona International Fair—
September 25 to October 10. Applications to La Direccion General de la Feria de Barcelona, Fernando 30, Barcelona.

Rome Agricultural Machinery Exhibition—
September.

Lausanne. Alimentary and Agriculture—
September 11-26, 1920.

Lyons Fair—
October 1-15.

Turin Exhibition—
October.

Madrid Sample Fair—
October.

16th International Motor Exhibition—
October. Apply to Administration de l'Exposition Internationale de l'Automobile, 31, Rue Pergolese, Paris 16e.

Swiss Sample Fair—
Lausanne. Autumn.

7th International Aeronautical Exhibition—
December. Apply to Commissoriat-General de l'Exposition Internationale de Locomotion Aerienne, 9, Rue Anatole-de-la-Forge, Paris 17e.

Shanghai—
Exhibition of American and Chinese products late in the year.

Australian Mototr Show—
Sydney, January 7, 1921

TEMPORARY SUSPENSION OF CUSTOMS DUTY ON CERTAIN ARTICLES IN POLAND.

(British Board of Trade Journal.)

As noted in the *Board of Trade Journal* for January 29 [see *Weekly Bulletin* No. 839, p. 511], a Polish order of November 4 exempted certain goods from the payment of customs duty until April 10, 1920, and authorized the Minister of Finance to exempt various other articles from duty for a period not exceeding one year from the coming into force of the new tariff (i.e., January 10, 1920). H.M. Commercial Secretary at Warsaw has now forwarded a translation of a further decree, dated March 20, in virtue of which the exemption from duty is continued after April 10, and in addition the duties on the following goods are also suspended as from that date:—

Tariff No.	
188 (1) & (2)	Cotton percale and cotton tissues, dyed, woven, of threads of various colours, printed or mercerized, measuring up to 15 sq. metres, inclusive, to the kilogramme.
199 (2)	Woollen tissues of all kinds (except those manufactured from woven combings).
205 (1, *c* & *d*)	Knitted stuffs and hosiery, except those of silk or half silk.
209 (1*a*)	Underlinen and other clothing, ordinary, not trimmed, embroidered or ornamented, etc., made of textile materials on which the duty is suspended.
5 (1*b*) & (2)	Vegetables and roots, fresh, salted or steeped, not hermetically sealed.
51 (5)	Margarine.
56	Furs, common.
108 (1) & (3)	Sulphuric acid, nitric acid.
125 (2)	Natural colouring earths and clays; earths of Cassel and Verona.
140 (1) & (4)	Hoop iron, ⅜ cms. wide and 1 mm. in thickness; sheet iron or steel less than 1 mm. in thickness.
161 (1)	Files, weighing up to half kilogramme inclusive per dozen.
169 (3*d*)	Incandescent lamps, with carbon, metal or other filaments.
173 (2) & (8)	Motor lorries and omnibuses and goods vans on springs.
177 (5)	Sacks of paper tissues.
190 (2)	Fishing nets of all kinds.

The list of goods which the Ministry of Finance, in agreement with the Ministry of Trade and Industry, is authorized to exempt from duty for a period of one year after the coming into force of the new tariff, is amended by the deletion of various articles (e.g., sulphuric acid, motor lorries, files, etc.) on which the duty is now definitely suspended (see above), and by the addition of the following articles:—

Tariff No.	
76 (4)	Porcelain articles for electro-technical or laboratory purposes.
88	Indiarubber packing (sheets, layers, etc.).
155 (2)	Copper fuses for electric installations.
155 (1, *b*, *c*, *d*)	Iron and steel wire, of from 0.03 mm. in diameter for manufacture into ropes.
156 (1*a*)	Wares of iron and steel wire, not specially mentioned in the tariff.
156 (2*a*)	Copper cable, not covered, for electric installations.
156 (2*c*) & (3)	Eelctric conductors, not covered with fibrous materials.
169 (1)	Water, steam and gas meters.
190	Ropes, cords and string of jute, hemp, flax, or Manilla hemp.
202 (1)	Felt for manufacturing purposes.

RIVER CRAFT WANTED FOR INDO-CHINA.

(British Export Gazette.)

A particularly good market exists in French Indo-China for light-draught motor boats both for passenger service and transport, and our local correspondent at Saigon forwards a reminder that preference is given to British types of this class of craft. It may be anticipated that transport problems in this part of the world will come into increasing prominence during the next few years. French enterprise in the region, in abeyance during the war, is once again showing itself, and every possible effort will be made to develop the resources of these rich provinces.

PORT SAID.

Port Said, Egypt, seaport at the Mediterranean end of the Suez canal, and capital city of the Egyptian administrative division of Ismailia and Port Said. It is situated in the eastern most part of an island lying between the Mediterranean and Lake Menzaleh, about 110 miles northeast of Cairo. The canal created Port Said and its whole being is dependent on the canal. It was named after Said Pacha, viceroy of Egypt 1854-63. North of the city, on the coast of the canal and of the Mediterranean, is an electric light about 173 feet high and visible 20 miles distant. Two great concrete moles reach out into the sea. The trade is almost entirely transit, the imports being mainly coal in transit, provisions, chandlery, petroleum and building materials; and the exports East India goods in transit. The population of Port Said (including Ismailia) numbered in 1917 about 91,000, of whom about 10,000 are Europeans, chiefly French and Greek.

The illustration on the front page of this number of the *Weekly Bulletin* gives a view of Port Said.

JAPAN'S FINANCIAL TROUBLES.

(*London Times Trade Supplement, June 26.*)

The predictions of those who have held that the financial troubles experienced in Japan would prove of some duration seem in a fair way to be fulfilled. The first symptoms were heavy, and indeed disastrous, falls in securities on the stock exchanges, where speculation had produced highly inflated values. Similar conditions also prevailed in many of the produce markets, where also quotations came down with a run. A period of overtrading is stated to have created a state of affairs where sooner or later a crash was inevitable, and it says much for the strength of the Japanese banks that with few exceptions they have proved able to weather the storm. The only banking trouble of any real mportance was the suspension of the Seventy-Fourth Bank in Yokohama, and while this was announced as of three weeks' duration only, the period seems to have been extended. The silk exchange at Yokohama was thrown into a state of disorganization by the closing of the Seventy-Fourth Bank, which was associated with certain interests in the silk trade, and the fall which took place in prices led to the suspension of business on the exchange.

EFFORTS OF THE GOVERNMENT.

While the banks have been not unnaturally displaying much caution of late, the Government has endeavoured to ease the situation by modifying the loan restrictions of the Bank of Japan and doing everything within its power to encourage exports. The Government took various other measures with a view to increasing the available funds in the money market, and at the beginning of the stock exchange collapse the Bank of Japan is stated to have granted a loan of £4,000,000 to a syndicate of brokers. A certain amount of criticism has been levelled at the banks for the cautious policy they have pursued, their critics taking up the attitude that at such a time ultra caution was detrimental to the country's trade. There are two sides to this question, however. Admittedly a period of excessive trading and over-speculation has been experienced, and as a result of the working of economic laws this has been followed by a collapse in prices and financial difficulties. If a normal and healthy position is to be re-established the weaker spots should be eliminated and financial assistance conferred with much discrimination. This invariably provokes hostility among those interests suffering discomfort, but the return to sound trading will be more rapidly achieved.

MARKET FOR PIANOS IN MADRID.

(*London Chamber of Commerce Journal.*)

The effects of the war upon the commerce of the Madrid district, including the city of Madrid, have greatly increased the prosperity of that area, and there is at the present time a ready market for articles of luxury, especially for pianos, in which line dealers have noted a steadily increasing demand. The comparative paucity of foreign instruments in the Madrid consular district has tended greatly to enhance their value, and there is no doubt that the removal of the conditions at present responsible for the scarcity of foreign pianos will be followed by an extensive importation. In order to secure the full advantage of this favourable situation careful consideration must be given to credit terms. The Spaniard is accustomed to somewhat lengthy terms of credit, a period of ninety days being not at all unusual. The factor of credits is of especial importance at the present time, ocean transportation conditions often compelling the importer to consolidate into a single shipment orders which he would under normal conditions receive in a number of shipments, thus placing an unusual strain upon his capital. With regard to packing, the American consul at Madrid points out that so long as this will stand handling during the ocean voyage it will serve for any transportation after landing. The piano trade in the Madrid district is well organized, a number of houses having adequate facilities either for handling sales within the Madrid territory or for distribution throughout Spain as a whole. Customs duties, in the case of player pianos as well as others, are 250 pesetas for an upright and 325 pesetas for a grand (about £10 and £13, respectively, at the normal rate of exchange). The sale of pianos should be directed largely with an eye to the family trade, theatres and cafés generally purchasing cheaper instruments of Spanish make. Player pianos are selling with great rapidity, and there is also an exceptionally good demand for mechanical pianos.

INDIAN EXCHANGE DEVELOPMENTS.

(*London Times Trade Supplement, June 26.*)

The Government of India has taken action speedily on the question of the rupee exchange. Restrictions on the importation of gold bullion and foreign coin were removed as from June 21. The Governor General is issuing an ordinance declaring that sovereigns and half sovereigns will cease until further notice to be legal tender, though they will be received by the Government at the present ratio of 15 rupees to the sovereign during a moratorium of twenty-one days from June 21, that is to say, up to July 12. On the expiry of the moratorium, the restrictions on the import of British gold coin will also be withdrawn. At the forthcoming session of the Legislative Council, the Government of India propose to submit a Bill prescribing the new rate of 10 rupees to the sovereign, at which the latter will become again legal tender. These measures, which are in accordance with the recommendations of the India Currency Committee, have been rendered specially urgent by the smuggling of sovereigns into India for encashment at the Government treasuries and currency offices at the rate of 15 rupees to the sovereign, whereas the ratio recommended by the committee and adopted for external purposes in February was 10 rupees. In effect, therefore, the smugglers have been getting 15 rupees for a sovereign, which after July 12 they will be able to exchange for sovereigns again at the rate of 10 rupees, thus getting one and a half sovereigns for each present sovereign.

In view of the fall in the market rate for sterling to below 2s. per rupee, the rates for reverse councils at last Thursday's sale and at future sales will be 1s. 11 19-32d.

for immediate telegraphic transfers, and 1s. 11 11-16d. for deferred transfers, these being the rates which will ultimately hold when sterling once more returns to a par with gold. The amount of sterling to be offered will remain at one million weekly.

RELEASE OF CONTROL.

The release of the control over gold imports will be welcomed as tending to the restoration of normal conditions.

EXCHANGE RATES.

Place.	Parity.	During War.		During 1919.		Approximate Present Price.
		Hgst.	Lwst.	Highest.	Lowest.	
New York	4·86⅔	5·06	4·52	4·76½	3·67½	3·96½
Montreal	4·86⅔	5·01	4·52	4·86½	4·00	4·51
Paris	25·22½	28·98	24·97	45·40	25·96½	47·90
Brussels	25·22½			42·80	26·35	45·85
Milan	25·22½	45·65	25·50	53·25	30·25	64·62½
Madrid	25·22½	26·75	16·60	23·78	18·60	23·72½
Berne	25·22½	26·40	18·72	25·20	18·95	21·77½
Athens	25·22½			25·75	22·50	32·50
Helsingfors	25·22½			145·00	41·75	87·50
Berlin	20·43			200·00	67·50	148·00
Stockholm	18·15	19·75	19·95	18·41	16·16	18·12½
Christiania	18·15	19·63	12·65	19·12	16·82	2·98½
Copenhagen	18·15	19·68	12·75	21·40	17·64	23·70½
Amsterdam	12·07	12·20	8·97	11·88	9·85	11·05½
Vienna	24·02					537½
Warsaw	20·43					590
Prague	24·02					175
Bukarest	25·22½			140·00	67·00	170
Lisbon	52½d.	35½d.	27½d.	36d.	19¼d.	11½d.
Bombay	1 4	1 6	1 4	2 4¾	1 6	1 10¾
Calcutta	1 4	1 6	1 4	2 4¾	1 6	1 10¾
Yokohama	2 0₁₆d.			2 9	2 1	2 6¾d.
Shanghai						5 ¾d.
Nanila	2 0·66d.					2 4¼d.
Rio de Jan	16d.	14d.	11 1/16	18 9/16d.	12¾d.	14 9/16d.
B. Aires	47⅝d.			64⅜d.	50⅝d.	57¼d.
Valparaiso	18d.					12 5/16d.
Montevid'o	51d.					55½d.
Lima	£P1= £Stlg.					18¾

**Discount.

INDIAN ESSENTIAL OILS OFFERED TO CANADA.

A company in Cawnpore, India, who distill and can supply various Indian essential oils, such as Sandalwood, Patchouli, Vetivert, Lemongrass, Palmarosa, Gingergrass, etc., also Thymol B.P., would be glad to hear from Canadian firms wishing to purchase these raw materials. The address will be given on application to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, referring to file 18873.

FRENCH PROHIBITION ON "LUXURY" IMPORTATIONS LIKELY TO BE LIFTED.

The French newspapers announced on July 16 that the French Government has decided to remove the prohibition of "luxury" imports instituted by the decree of April 23 [see *Weekly Bulletins* No. 851, page 1147, and No. 852, page 1200], except as regards certain luxuries, but that the customs taxes on a number of the articles released from prohibition will be increased.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Public Terminal Elevators, Interior Terminal Elevators, Country Elevators, and at Public Elevators in the East; also U.S. Atlantic Seaboard Ports.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending July 16, 1920.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
Fort William—	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
C.P.R.	28,278	17,921	17,294	.....	7,130	70,603
Empire Elevator Co.	66,157	12,659	49,145	17,806	6,289	152,056
Consolidated Elevator Co.	91,631	11,012	23,238	88,303	616	214,800
Ogilvie Flour Mills Co.	411,566	18,797	34,036	.....	5,778	470,177
Western Terminal Elevator Co.	24,831	1,272	104,957	30,723	26	161,809
G. T. Pacific	66,316	29,784	26,587	42,869	3,115	168,671
Grain Growers' Grain Co.	173,587	68,173	56,874	.....	1,917	300,551
Fort William Elevator Co.	26,581	19,993	6,029	22,786	372	75,761
Eastern Terminal Elevator Co.			Closed.			
Northwestern Elevator Co.	206,875	54,027	12,287	43	1,208	274,440
Port Arthur—						
Port Arthur Elevator Co.	188,601	56,121	34,344	2,055	3,620	284,741
Sask. Co-op. Elevator Co.	236,296	78,969	66,136	156,573	1,931	539,905
Canadian Government Elevator	429,230	37,979	40,317	103,527	5,172	616,225
Thunder Bay	149,201	68,160	17,256	19,984	1,998	256,599
Davidson and Smith	17,081	7,992	7,003	.....	222	32,298
Eastern—Richardson	76,156	29,891	39,670	21,041	139	166,897
Total Public Terminal Elevators	2,192,387	512,750	535,153	505,710	39,533	3,785,533
Total Private Terminal Elevators	250,485	106,546	40,485	82	.....	397,598
Saskatoon Can. Govt. Elevator	811,579	20,808	324	19,007	.....	851,718
Moosejaw Can. Govt. Elevator	949,455	17,067	1,504	17,930	.....	985,956
Calgary Can. Govt. Elevator	771,060	221,991	17,400	68	3,348	1,013,867
Vancouver Can. Govt. Elevator	7,590	.....	.....	.....	.....	7,590
Total Interior Terminal Elevators	2,539,684	259,866	19,228	37,005	3,348	2,859,131
Depot Harbour			None in	store.		
Midland—						
Aberdeen Elevator Co.	22,500	.....	49,424	.....	.....	71,924
Midland Elevator Co.	372,860	4,416	.....	.....	.....	377,276
Tiffin, G.T.P.	83,591	31,798	.....	.....	.....	115,389
Port McNicoll	394,124	3,232	123,535	.....	.....	520,891
Collingwood	.....	.....	.....	.....	.....	.....
Goderich—						
Elevator and Transit Co.	648,283	75,528	12,367	.....	.....	736,178
West Can. Flour Mills Co., Ltd.	146,698	.....	.....	.....	.....	146,698
Toronto—						
Campbell Flour Mills Co.	53,544	.....	1,420	.....	.....	54,964
Kingston—						
Montreal Transportation Co.	.....	.....	.....	.....	.....	.....
Commercial Elevator Co.	.....	1,449	.....	.....	.....	1,449
Port Colborne Dom. Govt. Elevator	.....	.....	.....	.....	.....	.....
" Maple Leaf Milling Co., Ltd.	529,016	.....	.....	.....	.....	529,016
Prescott	.....	.....	.....	.....	.....	.....
Montreal—						
Harbour Commissioners Nos. 1 and 2.	762,935	369,227	651,687	.....	4,698	1,788,547
Montreal Warehousing Co.	777,212	4,727	45,759	.....	.....	827,698
Ogilvie Flour Mills Co.	86,207	.....	.....	.....	.....	86,207
Quebec Harbour Commissioners	.....	7,742	.....	.....	.....	7,742
West St. John, N.B., C.P.R.			None in	store.		
St. John, N.B., Can. Nat. Rys.			"	"		
Halifax, N.S., "			"	"		
Total Public Elevators	3,876,970	498,119	884,192	.....	4,698	5,263,979
Country Elevators	2,809,216	2,028,602	934,349	280,558	.....	6,052,725
U. S. Atlantic Seaboard Ports—						
Portland, Me.	.....	.....	34,657	.....	.....	34,657
Baltimore, Md.	.....	.....	.....	.....	3,488	3,488
Total U.S. Atlantic Seaboard Ports	.....	.....	34,657	.....	3,488	38,145
Total quantity in store	11,668,742	3,405,883	2,448,064	823,355	51,067	18,397,111

Grades of Canadian Wheat, Oats, Barley, and Flax in Store at Public Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East for the week ended July 16, 1920.

Grades.	Terminals.	Interior Terminal Elevators.	Public Elevators Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—				
No. 1 Hard				
No. 1 Northern	493,207	1,852,013	1,207,509	3,552,729
No. 2 Northern	461,095	262,168	456,413	1,179,676
No. 3 Northern	384,707	117,476	709,250	1,211,433
No. 4 Wheat	127,880	13,074	86,971	227,925
No. 5 Wheat	104,615	16,119	82,893	203,627
No. 6 Wheat	13,341	28,227	16,640	58,208
Other	607,542	250,607	1,317,294	2,175,443
Totals	2,192,387	2,529,684	3,876,970	8,609,041
Oats—				
No. 1 C.W				
No. 2 C.W	126,299	18,509	124,198	269,006
No. 3 C.W	101,777	17,167	40,815	159,759
Ex. No. 1 Feed	18,055	33,743	5,197	56,995
No. 1 Feed	33,987	19,498	14,430	67,915
No. 2 Feed	80,072	19,735	97,867	197,674
Other	152,560	151,214	215,612	519,386
Totals	512,750	259,866	498,119	1,270,735
Barley—				
No. 3 extra C.W				
No. 3 C.W	92,179	4,195	222,714	319,088
No. 4 C.W	373,122	6,345	270,794	650,261
Feed	35,570	2,853	232,704	271,127
Rejected	17,041	711	90,221	107,973
Other	17,241	5,124	67,759	90,124
Totals	535,153	19,228	884,192	1,438,573
Flax—				
No. 1, Northwestern Canada	232,395	2,544		234,939
No. 2, C.W	69,953	2,732		71,685
No. 3, C.W	106,675	13,497		120,172
Rejected		14,906		14,906
Other	97,687	3,326		101,013
Totals	505,710	37,005		542,715
Rye—				
No. 1 C. W				
No. 2 C.W	24,107			24,107
No. 3 C.W				
No. Grade	1,530			1,530
Rejected	6,698	3,348		10,046
Other	7,198		4,698	11,896
Totals	39,533	3,348	4,698	47,579
Total quantity in store	3,785,533	2,859,131	5,263,979	11,908,643

Wheat and other Grain in Store at Public Terminal Elevators, Interior Terminal Elevators, Country Elevators, and Public Elevators in the East, also United States Atlantic Seaboard Ports, on July 16, 1920, with comparisons for five years.

	Wheat.	Other Grain.	Total.
July 16, 1920—	Bushels.	Bushels.	Bushels.
Public Terminal Elevators	2,192,387	1,593,146	3,785,533
Private Terminal Elevators	250,485	147,113	397,598
Interior Terminal Elevators	2,539,684	319,447	2,859,131
Country Elevators	2,809,216	3,243,509	6,052,725
U. S. Atlantic Seaboard Ports	.....	38,145	38,145
Public Elevators in the East	3,876,970	1,387,009	5,263,979
Total	11,668,742	6,728,369	18,397,111
July 19, 1919—			
Terminal Elevators	989,595	4,237,557	5,227,152
Interior Terminals	500,528	755,880	1,256,408
Public Elevators in the East	6,124,418	3,631,681	9,756,099
Total	7,614,541	8,625,118	16,239,659
July 19, 1918—			
Terminal Elevators	128,587	5,510,415	5,639,002
Interior Terminals	96,241	1,122,209	1,218,450
Public Elevators in the East	3,631,026	4,852,646	8,483,672
Total	3,855,854	11,485,270	15,341,124
July 20, 1917—			
Terminal Elevators	7,792,234	6,301,929	14,094,163
Interior Terminals	434,653	195,495	630,148
Public Elevators in the East	4,343,871	7,323,466	11,667,337
Total	12,570,758	13,820,890	26,391,648
July 21, 1916—			
Terminal Elevators	11,858,775	7,189,464	19,048,239
Interior Terminals	855,035	157,979	1,012,114
Public Elevators in the East	5,613,140	6,415,710	12,028,850
Total	18,326,950	13,762,253	32,089,203
July 22, 1915—			
Terminal Elevators	2,041,125	1,818,364	3,859,489
Interior Terminals	63,212	86,829	150,041
Public Elevators in the East	495,322	1,740,735	2,236,057
Total	2,599,659	3,645,928	6,245,587

The Commercial Intelligence Service.

The purpose of the Commercial Intelligence Service is to promote the sale of Canadian products abroad and to provide Canadian Manufacturers and exporters with information regarding trade conditions and opportunities in countries in which Canadian goods are likely to find a market.

The Department gathers, compiles and publishes in the Weekly Bulletin and supplements thereto a large volume of useful commercial information. Persons desiring it and interested in Canadian production or export may have their names placed on the regular mailing list on application to the Department of Trade and Commerce, Ottawa. There is no subscription to the Weekly Bulletin but its circulation is strictly confined to Canada.

The Department invites correspondence from Canadian manufacturers and exporters upon all trade matters.

Receipts and Shipments of the different kinds of Canadian Grain at the Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in the Western Division, and Public Elevators in the East; also U.S. Atlantic Seaboard Ports for the week ending July 16, 1920.

PUBLIC TERMINAL ELEVATORS.

		Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.
Receipts	Rail	930,126	256,337	102,761	94,300	17,049		1,400,633
Shipments	Vessel	294,834	77,786	44,365		53,614		470,599
	Rail	51,323	122,678	11,270				185,271

PRIVATE TERMINAL ELEVATORS.

Receipts	Rail	215,162	141,748	21,357				378,267
Shipments	Vessel	292,943						292,943
	Rail	72,795	129,639	13,075				215,509

INTERIOR TERMINAL ELEVATORS.

Receipts	Rail	3,160	11,329	5,050	6,721			26,260
Shipments	Rail	1,041,947	59,050	6,051	2,383	3,658		1,113,099

COUNTRY ELEVATORS WEST DIVISION.

Receipts	Rail	345,095	371,060	124,390	67,247			907,792
Shipments	Rail	815,148	795,725	158,338	137,840			1,907,051

PUBLIC ELEVATORS IN THE EAST.

GEORGIAN BAY PORTS.

Receipts	Vessel	192,788						192,788
Shipments	Rail	707,971	27,100	22,550				757,621

LOWER LAKE PORTS.

Receipts	Vessel	150,042						150,042
	Rail	20,106	3,896					24,002
Shipments	Vessel	454,118						454,118
	Rail	71,545	9,494	2,845				83,884

ST. LAWRENCE PORTS.

Receipts	Vessel	260,150		53,388				313,538
	Rail	698,677	9,583	9,988				718,248
Shipments	Vessel	1,876,062	61,727	56,084		12,191		2,006,064
	Rail	3,138	19,011	6,714				28,863

SEABOARD PORTS.

Receipts	Rail							
Shipments	Vessel							

TOTAL, PUBLIC ELEVATORS IN THE EAST.

Receipts	Vessel	602,980		53,388				656,368
	Rail	718,783	13,479	9,988				742,250
Shipments	Vessel	2,330,180	61,727	56,084		12,191		2,440,182
	Rail	782,654	55,605	32,169				870,368

U. S. ATLANTIC SEABOARD PORTS.

Receipts	Rail							
Shipments	Vessel	10,330	573,446			36,286		620,062

Quantities of United States Grain in Store, Received and Shipped at the Public Elevators in the East for the week ended July 16, 1920, in comparison with the same period last year.

	Wheat.	Oats.	Barley.	Rye.	Corn.	Total.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Depot Harbour	12,630	29,981	.....	.....	8,659	51,270
Midland Elev. Co.	522,116	.....	.....	.....	.....	522,116
Aberdeen Elev. Co.	211,099	9,896	.....	.....	.....	220,995
Tiffin G.T.P.	.....	.....	.....	96,362	.....	96,362
Pr. McNicoll, C.P.R.	336,465	12,971	.....	247,039	.....	596,475
Hby. Commrs., Nos. 1 & 2...	692,900	.....	16,616	641,122	92,762	1,443,400
Hby. Commrs., Quebec...	.....	.....	.....	.....	.....	.....
Total	1,775,210	52,848	16,616	984,523	101,421	2,930,618
Same period last year	3,127	814,921	471,283	398,218	1,712	1,689,261

GEORGIAN BAY PORTS.

	Receipts.		Shipments.	
	Water.	Rail.	Water.	Rail.
	Bushels.	Bushels.	Bushels.	Bushels.
Wheat	630,916	.....	.....	864,675
Oats	.....	.....	.....	16,000
Rye	260,643	.....	.....	175,517
Corn	.....	.....	.....	2,856

ST. LAWRENCE PORTS.

Wheat	.....	379,805	680,567	.....
Barley	.....	12,246	.....	.....
Rye	.....	155,169	368,052	.....
Corn	25,499	2,566	.....	4,422

NEW INCORPORATIONS.

Dominion.

Newton-Dakin Construction Company, Limited. Incorporators: John Perley Wells, Charles Dickinson White and Walter Harold Lynch, advocates; and others—all of Sherbrooke. Capital $250,000, divided into 2,500 shares of $100 each. Chief place of business, Sherbrooke.

Dumani, Limited. Incorporators: Alexandre Dumani, merchant; Joseph Omer Gagnon and Jean-Baptiste Jodoin, manufacturers; and others—of Montreal. Capital $200,000, divided into 2,000 shares of $100 each. Chief place of business, Montreal.

Chase Creek Lumber Company, Limited. Incorporators: Oliver Winfield Bowlus, manager; William Henry Farrell, farmer, of Blackie, Alta.; Herbert Langtry Spankie, solicitor, of High River, Alta.; and others. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of business, Blackie, Alta.

Jensen, Limited. Incorporators: Frank Breadon Common and Gerald Augustine Coughlin, advocates; and others—all of Montreal. Capital $125,000. Chief place of business, Montreal.

Jentil Cleaning, Derusting and Rust Protecting, Limited. Incorporators: Frank Breadon Common and Gerald Augustine Coughlin, advocates; and others—all of Montreal. Capital $125,000. Chief place of business, Montreal.

Halifax Shipbuilding Corporation, Limited. Incorporators: Frederick Henry Markey, Waldo Whittier Skinner and George Gordon Hyde, K.C.'s; and others—all of Montreal. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of business, Montreal.

Ontario.

London Paper Company, Limited. Incorporators: Henry James Jones and Duncan Hugh McDermid, manufacturers; and others—all of London. Capital $150,000, divided into 1,500 shares of $100 each. Head office, London.

Alkris Mines, Limited. Incorporators: Thomas Sturdy and Alexander Powell, gentlemen; and others—all of Goderich. Capital $1,000,000, divided into 1,000,000 shares of $1 each. Head office, Goderich.

Willards Chocolates, Limited. Incorporators: David Inglis Grant, Mervil MacDonald, Edwin Smily, Arthur Mason, and James Stark Bell—all of Toronto. Capital $3,250,000, divided into 32,500 shares of $100 each. Head office, Toronto.

The Victory Oil and Gas Company, Limited. Incorporators: Harold Ernest Manning, barrister-at-law; and others—all of Toronto. Capital $500,000, divided into 500,000 shares of $1 each. Head office, Toronto.

The Kennedy Car Liner and Bag Company, Limited. Incorporators: Molyneux Lockhart Gordon, James White Bicknell and John Frederick Lucas, barristers-at-law; and others—all of Toronto. Capital $100,000, divided into 1,000 shares of $100 each. Head office, Woodstock.

Thames Oil and Gas Company, Limited. Incorporators: Lorne Miller Firth, barrister-at-law; and others—all of Toronto. Capital $500,000, divided into 500,000 shares of $1 each. Head office, Toronto.

Wm. Southam & Sons, Limited. Incorporators: James Steller Lovell and Ernest Harold Stewart, accountants; William Bain, book-keeper; and John Henry and Robert Gowans, solicitors' clerks—all of Toronto. Capital $5,000,000, divided into 50,000 shares of $100 each. Head office, Hamilton.

Spruce Falls Company, Limited. Incorporators: William Batten McPherson, Norman Stuart Caudwell and Charles Brookfield Henderson, barristers-at-law; and others—all of Toronto. Capital $7,000,000, divided into 70,000 shares of $100 each. Head office, Kapuskasing.

Manitoba.

Winnipeg Motor Cars, Limited. Incorporators: Frederick Grisdale Warburton, barrister-at-law; Arthur C. Newbery, insurance agent; Rose Wallace, stenographer; Rose E. Southee, stenographer; and Margaret W. Eadie, stenographer—all of Winnipeg. Capital $1,000,000, divided into 20,000 shares of preference stock of $50 each and 20,000 shares of common stock of $25 each. Chief place of business, Winnipeg.

British Columbia.

National Development Company of Canada, Limited. Capital $500,000. Registered office, Vancouver.

North Western Cattle Company, Limited. Capital $250,000. Registered office, Victoria.

Tait Pipe and Foundry Company, Limited. Capital $100,000. Registered office, Vancouver.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, MONTREAL, WINNIPEG, AMHERST, N.S., AND VANCOUVER, or THE SECRETARY OF THE BOARD OF TRADE AT TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, MOOSEJAW, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), NORTH SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, KITCHENER, ST. MARY'S, ONT., CHAMBRE DE COMMERCE DE MONTREAL, THE LONDON, ONT., CHAMBER OF COMMERCE, THE STRATFORD CHAMBER OF COMMERCE, THE BORDER CHAMBER OF COMMERCE, WINDSOR, ONT., AND KITCHENER MANUFACTURERS' ASSOCIATION.

Please Quote the Reference Number when requiring Addresses.

Food Products.

1341. **Produce.**—A Manchester firm are always open to consider offers of bacon, cheese, butter, lard, eggs, and tinned goods.

1342. **Produce.**—A Hanley firm can consider offers of butter, cheese, eggs, bacon, tinned fruit and tinned tomatoes.

1343. **Cereals.**—A Manchester firm are always in the market for wheat, oats, barley and maize.

1344. **Canned salmon.**—A London firm desire the addresses of Canadian packers of canned salmon, which is required by their office in Cuba.

1345. **Canned salmon.**—A Manchester firm with extensive connections are always open to receive offers of canned salmon.

1346. **Canned fruit and vegetables.**—A Manchester firm can purchase large quantities of canned fruit, peas and tomatoes.

Furniture.

1347. **Furniture.**—A Durban firm of importers are prepared to purchase Canadian furniture if packed for export in knocked-down state. Catalogues and prices requested.

1348. **Furniture.**—A large departmental store in British Guiana are desirous of stocking general lines of Canadian furniture, and would be glad to receive catalogues and price lists.

1349. **Furniture.**—A well-established Durban agency firm are seeking the representation of Canadian furniture manufacturers who are prepared to export in the knocked-down state.

1350. **Chairs.**—A Durban firm of importers ask for catalogues and prices from Canadian chair manufacturers. Any kind of chair, but it must be packed knocked down.

1351. **Bedsteads.**—A manufacturers' representative in Barbados, with branch offices in Trinidad, Jamaica, and British Guinana, wishes to represent Canadian house manufacturing iron bedsteads.

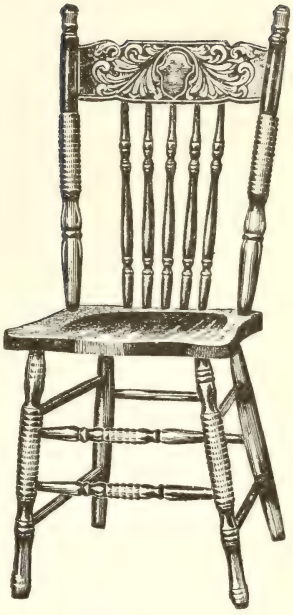
Wood, Pulp, and Paper Products.

1352. **Timbers and wood, all kinds.**—A Durban firm are seeking the Canadian representation for timber and wood for building trade, carriage trade, and furniture manufacturers.

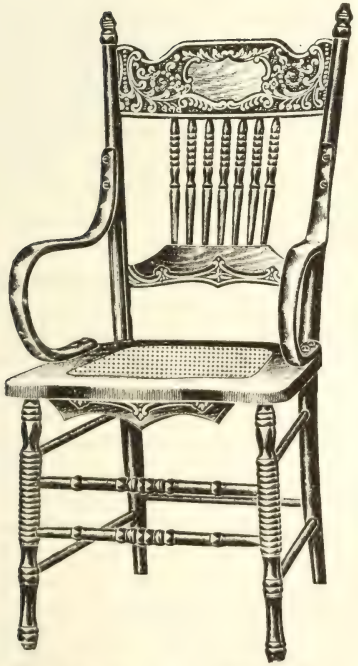
1353. **Wood skewers.**—A London firm of merchants and importers ask for the addresses of Canadian manufacturers of wood skewers, beach, maple, or hickory.



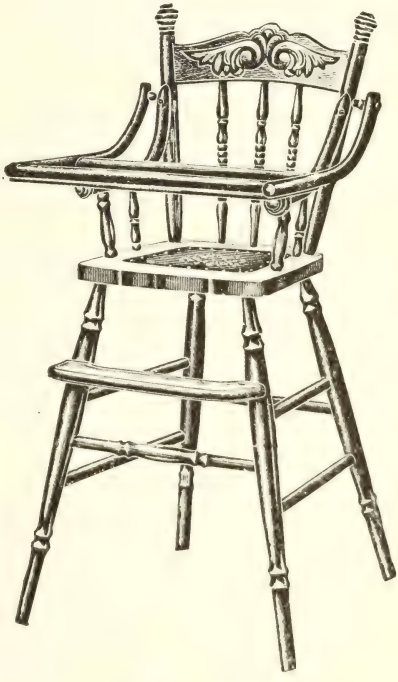
No. 52 Opera Seat.



No. 1542. Open Cane Seat.



No. 48. S. Opera Seat.



No. 11. Cobbler Seat.

CHAIRS WANTED IN SOUTH AFRICA.

(See Trade Inquiry 1350, on opposite page.)

1354. **Broom-making material.**—A Rhodesian broom manufacturer is prepared to purchase his overseas requirements from Canadian manufacturers. Prices and samples are requested on broom handles, wire, coloured tin bands, twine, long tacks and staples. Samples of all requirements, except handles, are with Department of Trade and Commerce in Ottawa.

1355. **Barrels.**—An Argentine packing house are interested in receiving quotations for oleo barrels. Barrels are described as being 8-hoop, 200-kilo. tierces, and will be used for containing premier jus and oleo. Prices are to be c.i.f. per barrel, knocked down.

1356. **Wood-pulp.**—A Manchester and London firm can consider offers of bleached and unbleached sulphite mechanical moist pulp.

1357. **Wood-pulp.**—Glasgow firm, with connections of fifty years' standing, are in the market for large quantities of wood-pulp for the supply of Scottish mills. Request samples and will furnish all necessary references. Prefer to purchase supplies outright, but would accept exclusive agencies for Scotland.

1358. **Wood-pulp, paper, cardboard, etc.**—A firm in Rome state their desire to enter into relations with Canadian firm exporting the above.

1359. **Paper, cardboard, wood-pulp, and stationery.**—A Belgian firm in Rome desire to represent Canadian houses exporting paper, cardboard, wood-pulp, and stationery.

1360. **Paper.**—A Manchester and London firm are in the market for wrapping papers (chiefly krafts and grease proofs); also newsprint on reels and sheets.

1361. **Stationery.**—A large wholesale and retail stationery firm in British Guiana are desirous of stocking Canadian writing paper, envelopes, blank books, and general stationery sundries.

Leathers.

1362. **Leather.**—A Stafford firm, with establishments in Northampton and Leicester also, are open to represent manufacturers of chrome willow and box calf, velvet splits, etc., or would purchase any leather suitable for the British market.

1363. **Leather.**—A Northampton and London firm are prepared to purchase all kinds of upper and sole leather.

1364. **Leather.**—A Leicester firm are open to purchase all kinds of leather and would act as agents for manufacturers of pure chrome box and sole leather.

1365. **Sole leather.**—A large hardware firm in British Guiana are open to stock Canadian sole leather in medium and heavy makes.

1366. **Leather.**—A Leicester firm are open to receive offers of sole and upper leather.

Miscellaneous Manufactures.

1367. **Constructional steel, steel bars, etc.**—A London merchant firm which handles large quantities of constructional steel, mild steel bars, rods, plates, and other sections, would be pleased to consider offers from Canadian manufacturers.

1368. **Brass foundry, plumbers' and cabinet ware.**—A leading firm in British Guiana desire to stock for the hardware department brass foundry, plumbers' and cabinet ware.

1369. **Tinware and enamelled ware.**—One of the leading firms in British Guiana desire to be put in touch with Canadian suppliers of tinware and enamelled ware. Manufacturers at or near seaboard preferred, in order to save railway freight.

1370. **Coal, metals, mineral oils, and technical articles.**—An important firm in Rome desire to hear from Canadian exporters of the above.

1371. **Wood screws.**—A Buenos Aires firm of hardware importers are interested in receiving quotations for flat-headed wood screws, all sizes. These screws were formerly made in a local factory, which can no longer supply the demand. Samples can be consulted at the Commercial Intelligence Branch, Department of Trade and Commerce.

1372. **Metallurgical products.**—A house in Rome wish to do business with Canada in the above-mentioned products.

1373. **Organ parts.**—A firm of musical dealers in British Guiana would like to be put in touch with a Canadian supply house for cabinet organ parts.

1374. **Musical instruments.**—A Manchester firm are prepared to consider offers of pianos, organs, piano players, and other musical instruments.

1375. **Toys.**—A Manchester and London firm would like to receive offers of toys and fancy goods.

1376. **Plumbers' supplies and electrical goods.**—A house of commission agents in Rome desire to hear from Canadian exporters.

1377. **Electrical material.**—A most important limited company in Milan are desirous of purchasing electrical material in Canada.

1378. **Electrical material.**—A Milanese house are anxious to buy electrical material in Canada.

1379. **Clock movements.**—Manufacturer in Scotland desires to get in touch with Canadian firms making clock movements.

1380. **Sewing machines and accessories, typewriters, knitting machines, etc.**—An important firm in Milan would be very glad to represent Canadian firms dealing in the above.

1381. **Mining machinery.**—A firm of mining engineers and colliery managers, holding first-class Home Office certificates, and members of the Institute of Mining Engineers, desire to get into touch with Canadian manufacturers of all classes of mining appliances, such as: coal-washing plant, screening plant, steel rails, steam engines, hammer drills, air compressors, coal-cutting machines, electric generators, motors, switch gear, and electric cables. This firm is well known in the industry throughout Scotland, and desire exclusive representation.

1382. **Agricultural discs.**—A Natal firm specializing in agricultural machinery ask for quotations on discs. The exact diameter is 24⅛ inches by $\frac{5}{32}$ inch thick, the concavity is 3⅜ inches, and the weight about 21 pounds. There is also a demand for a disc 26 inches by $\frac{3}{32}$ inch thick and the concavity no doubt in proportion. This firm are prepared to order discs in very large quantities if price is at all satisfactory. Any Canadian firm inquiring may figure on an order of not less than 2,000 discs. A sample may be seen at the Exhibits and Publicity Bureau of the Department of Trade and Commerce, Ottawa.

1383. **Motor tractors, ploughs, etc.**—A company which has just been started in British Guiana with a very large capital for cultivating cassava on a large scale desire to be put in communication with suppliers, or preferably manufacturers, of engines for motor machinery, agricultural machinery, tractors and ploughs.

1384. **Raw material for industrial purposes.**—A firm in Rome would buy on its own account the foregoing article or act as representative for Canadian firms.

1385. **Raw cotton, cotton yarns, cotton textiles, colonials oleaginous seeds, raw hides, scrap iron, industrial raw material.**—A very old-established house in Milan are willing to consider offers from Canadian firms dealing in the above.

1386. **Tin and steel travelling trunks.**—The hardware branch of one of the leading firms in British Guiana would like to import Canadian tin and steel travelling trunks.

1387. **Colouring materials, tanning extracts, vegetable and animal fats, soda and potash, glue, etc.**—A firm in Naples are most anxious to hear from Canadian firms exporting the above.

1388. **Notepaper, sporting goods india-rubber goods.**—A house in Rome handling notepaper, sporting goods, and india-rubber goods would do business with Canada.

1389. **Lacrosse sticks.**—An important London firm are open to purchase lacrosse sticks, and invite quotations from Canadian manufacturers.

1390. **Pharmaceutical products.**—A Buenos Aires firm of drygoods importers, having established a proprietary articles department, are desirous of representing Canadian manufacturers of proprietary articles and pharmaceutical products.

1391. **Novelties, perfumeries, etc.**—A Roman firm wish to do business with Canada in the foregoing.

1392. **Novelties, notions, etc.**—A firm in Rome are anxious to make Canadian connections in the foregoing.

1393. **Pearl buttons.**—A London wholesale dealer is open to purchase pearl buttons, and invites samples and quotations from Canadian manufacturers.

1394. **Paint brushes.**—A retired younger member of a large firm in Cape Town, with several years' experience in the paint brush trade, desires Canadian agency in paint brushes.

1395. **Seeds.**—A Leicester firm are open to consider offers of grass and clover seeds, vegetable seeds, and seed peas.

1396. **Seeds.**—A Roman firm are willing to consider Canadian offers in seeds.

1397. **Cinema films.**—A firm in Rome would welcome opening up trade connections with Canada in the above.

1398. **General merchandise.**—A house in Rome are prepared to consider offers from shippers of general merchandise.

1399. **General merchandise.**—A Milanese import and export house are prepared to treat with Canadian exporters to Italy of general merchandise.

Representation Abroad.

1400. **Representation in Venezuela.**—An important Venezuelan firm of importers, representing fourteen very large British concerns, with established distributing organization in Caracas, state that here is an abundant market in Venezuela for Canadian goods, particularly in the following lines: Cement, newsprint and all kinds of paper, grease and lard, butter, flour, rice, canned meats, salt fish, structural steel, window glass, all glassware, enamelled and aluminium ware, tinplate, nails, barbed wire, galvanized sheets, wire cloth, water pipes, cotton piece-goods, mosaic tile, pasteboard, glazed kids and all tans of leather, timber, household furniture, wallpaper, electrical accessories and electric lamps, carbide, twines, ropes, carpets and tapestries, woodenware, telephone equipment, electrical heating apparatus, and steel beds.

This firm's success with British goods has persuaded them to invite Canadian agencies, and they will consider offers in any of the above-noted lines. Official references furnished. If goods are consigned via Port of Spain, Trinidad, they will handle transhipment. This firm writes in part as follows: "We represent very important British firms and our relations all over this country are very extensive. In the five years that we have been in business we have not suffered the loss of one penny, and since we believe that Canadian commercial men keep the same proceedings of honourability and sincerity that has become proverbial among British firms, it is therefore that we come to them. As we possess ample premises in the central part of the city (Caracas), we are in position to receive large quantities of goods, and we would be able to put to their greatest vantage any consignments of the articles written down on the enclosed list. We are ready to provide with every kind of information the Canadian firms interested in entering into relations with us; we shall give them every available detail touching the articles fittest for consignments, the corresponding consular declarations, instructions for shipment, etc."

1401. **Agencies in South Africa.**—A Cape Town agent is prepared to take up Canadian agencies in any line suitable for general jobbing trade.

1402. **Agencies in South Africa.**—A firm of manufacturers' agents located in Johannesburg, with considerable experience of Canadian goods, are prepared to consider agency arrangements of Canadian manufacturers.

1403. **Representation in Jamaica.**—Established manufacturers' representative in Kingston wishes to obtain Canadian agencies in lines of Canadian manufactures, with a preference for textile, cement, hardware, and foodstuff products.

1404. **Commission and indent houses.**—A Johannesburg, South Africa, firm request correspondence from Canadian confirming and indent houses, with view of deciding on one for their Canadian business.

1405. **Representation in Sweden.**—Established Swedish importer and exporter desires Canadian agencies in the following lines, with special attention to the articles enumerated:—

Cottons.—Unbleached, bleached and dyed cotton cloth; materials for blouses and dresss, velveteen, moleskin, wax materials, lineoleums, and cotton yarns.

Woollens and Half Woollens.—Material for dresses and men's suits and woollen yarns.

Silks and Velvets.—Materials for blouses and dresses, linings, silk ribbons.

Textile Materials.—Cotton and waste cotton, hemp, flax, wool and waste wool and shoddy, in large quantities.

Chemicals.—All raw materials for chemical manufacturers.

Foodstuffs.—Fruits, sardines, and vegetable oils in large quantities.

1406. **Agencies.**—A commission house in Beira, Portuguese East Africa, are seeking Canadian representation for the sale of hardware, enamelware, tools (household) and shovels, spades, pickaxes, brushware, paints and varnish, provisions, proprietary lines of all kinds, flour, canned goods (vegetable, fruit, and fish), pianos, organs, furniture shipped in knocked-down state, etc.

1407. **Agencies.**—A Johannesburg commercial broker is prepared to take up Canadian agencies for the Transvaal and Rhodesia. Correspondence, catalogues, and f.o.b. prices requested.

1408. **Agencies in South Africa.**—A South African firm of agents, with offices in the principal centres of the Union, are seeking Canadian agencies. Organized departmentally for agency purposes. Will take up any line except machinery.

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

48-49 **R.S.**—Two young men who were in service overseas have just arrived in Canada from the West Indies and seek employment with firms as buyers or sellers of products in the British West Indies. They have a good knowledge of the customs and trade of the islands.

50. **R.S.**—A Canadian field officer, at present holding important Government appointment, possessing English and Canadian legal qualifications, and with fifteen years' business experience, desires a position in Japan, Hong Kong, or other place of warmer climate, as representative or manager (on a salary basis) of some business corporation. Has had considerable experience in organization and administration and handling of a large staff. Will supply excellent references.

51. **R.S.**—A Canadian who served in the French army from 1914 to 1919 proposes to return to Europe and would like to represent Canadian manufacturers in France and Belgium.

52. **R.S.**—A Canadian who saw four years' service overseas with the Canadian forces and has recently returned from Canada to England is desirous of being brought in touch with Canadian manufacturers who are looking for representation in the British Isles and France. He has excellent connections both in England and France, and would like to handle general lines. References.

53. **R.S.**—Canadian officer (four years' active service), university graduate, with good address, good knowledge of Danish, German, and French languages, and with family connections in highest business circles in Denmark, desires position representing firm of Canadian exporters in Scandinavian countries.

54. **R.S.**—Two returned soldiers having good connections with Poland wish to act as resident agents for Canadian firms. They have at present a representative in Warsaw, Poland, who is anxious to obtain celluloid specialties, also elastic used in the manufacture of men's suspenders and ladies' garters. Samples in all colours requested with quotations.

55. **R.S.**—A Canadian lawyer of Scottish descent, speaking and writing fluent French and with a good working knowledge of Russian, special knowledge of law and finance, and very considerable executive experience, seeks a position as commercial representative. Prepared to go abroad immediately provided that salary and conditions are satisfactory.

56. R.S.—A Canadian who served in France is about to take a business trip, during which he will visit England, France, and probably Switzerland, Spain, and Italy, and then proceed to North Africa and South Africa. He would like to represent Canadian manufacturing firms. He has had experience in selling engineering machinery, building supplies, etc., and would prefer to represent that class of manufacturers, but is willing to undertake any commission.

57. R.S.—Ex-naval officer (Accountant Branch), full war service, seventeen years resident in Canada, with banking experience, visiting London on business early in May, and would be glad to execute commissions of any kind that will bear the closest investigation.

58. R.S.—Returned officer, single, desires to represent Canadian manufacturer in Italy, from whence he has recently returned. Speaks Italian and French, and is conversant with Italian trade and customs.
and will cover seven countries on his trip.

59. R.S.—A returned business man, aged 43, very active, who qualified for a commission with staff duties, from the ranks, with over three years' service in Canada, England, and France, C.E.F., will entertain proposals for agency proposals. Now established as manufacturers' agent for foreign and domestic markets, general importing and exporting. His business training covers over twenty years' experience with representative concerns in New York city, Pittsburg, and elsewhere. He has thorough working knowledge of import and export technique, gained by operations from the ports of New York, Vancouver, and Victoria. Particularly desires Eastern Canadian connections in machinery and metal products for sale in British Columbia or as manufacturers' export agent at Pacific seaboard. Can also use desirable connections in the Far East to mutual advantage.

60. R.S.—A Canadian who served four years overseas is at present acting as travelling salesman for a wholesale stationery company in Canada, but proposes to leave shortly for London, England, with the intention of opening up an agency there. He would like to get into communication with Canadian manufacturers who require representation.

61. R.S.—Ex-officer, graduate of McGill University in arts and law, with extensive experience in mortgage, land, and insurance organization, good linguist, with knowledge of Spanish and Portuguese, wishes to go to South America as representative of export firms.

62. R.S.—Two returned soldiers who are carrying on a commission business in New Westminster, B.C., would like to secure agencies for Canadian manufactures. They are especially interesting in woodworking industries.

63. R.S.—A returned soldier well acquainted with wholesale shipping and manufacturing firms in the United Kingdom, where he was a manufacturers' agent prior to 1912, proposes establishing in the United Kingdom an agency for Canadian goods. He has financial backing to the extent of $50,000, and has arranged for some Canadian agencies, but wishes to secure additional agencies for both manufactured goods and food products.

64. R.S.—Returned soldier, good business training, well connected in Scotland, holding teacher's certificate in Scotland and possessing tact, fluency, and executive ability, desires to represent manufacturer in British Empire. Unmarried.

65. R.S.—Returned soldier, Belgian born, formerly employed as interpreter on headquarters staff, intends visiting Europe on business. Would undertake commissions or the selling of goods on a commission basis. Speaks four languages fluently,

NEW LINE OF CARGO STEAMERS IN TRANS-PACIFIC TRADE.

Trade Commissioner D. H. Ross, Melbourne, writes under date June 14 on the inauguration of a new line of cargo steamers between San Francisco and Australasian ports:—

It is announced that the General Steamship Corporation are inaugurating a monthly cargo-carrying line of steamers between San Francisco and Australian and New Zealand ports. Their itinerary (while not definitely fixed) will probably include calls at Honolulu, Auckland, Adelaide, Melbourne, Sydney, and Newcastle. The pioneer steamer was to have left San Francisco on June 10, to be followed by another steamer on July 11. These vessels are stated to have a deadweight capacity of 9,000 tons and are oil-burning. The entry of these steamers into the Australian trade is of considerable moment to the old-established shipping services across the Pacific, and they point to renewed endeavours for the exploitation of United States enterprises in both exports to and imports from Australia.

PROPOSED SAILINGS FROM CANADIAN PORTS.*

Subject to change without notice.

From Quebec.

To LIVERPOOL.—*Victorian,* C.P.O.S. Line, about August 4; *Empress of France,* C.P.O.S. Line, August 11.

From Montreal.

To LIVERPOOL.—*Minnedosa,* C.P.O.S. Line, about August 7; *Canadian Trapper,* Canadian Government Merchant Marine, Ltd., about August 14; *Melagama,* C.P.O.S. Line, about August 14.

To LONDON.—*Canadian Trooper,* Canadian Government Merchant Marine, Ltd., about July 28; *Indianola,* Cunard Line, about July 31; *Holbrook,* C.P.O.S. Line, about August 6; *Mottisfont,* C.P.O.S. Line, about August 7; *Verentia,* Cunard Line, about August 7; *Cornish Point,* Furness Line, about August 10; *Montezuma,* C.P.O.S. Line, about August 10; *Scotian,* C.P.O.S. Line, about August 13; *Canadian Navigator,* Canadian Government Merchant Marine, Ltd., about August 14; *Batsford,* C.P.O.S. Line, about August 17; *Dundridge,* C.P.O.S. Line, about August 18; *Tunisian,* C.P.O.S. Line, about August 20.

To GLASGOW.—*Cabotia,* Anchor-Donaldson Line, about July 31; *Sicilian,* C.P.O.S. Line, about August 1; *Cassandra,* Anchor-Donaldson Line, about August 7; *Canadian Otter,* Canadian Government Merchant Marine, Ltd., about August 7; *Pretorian,* C.P.O.S. Line, about August 13.

To SOUTHAMPTON.—*Grampian,* C.P.O.S. Line, about July 30.

To AVONMOUTH DOCK (BRISTOL).—*Vellavia,* Cunard Line, about August 4; *Louisiana,* Cunard Line, about August 22; *Turcoman,* Dominion Line, about August 31.

To CARDIFF AND SWANSEA.—*Canadian Voyageur,* Canadian Government Merchant Marine, Ltd., about August 20.

To MANCHESTER.—*Manchester Mariner,* Manchester Liners, about August 4; *Manchester Corporation,* Manchester Liners, about August 11; *Manchester Division,* Manchester Liners, about August 18.

To HULL.—*Rossano,* Furness Line, about August —.

To LEITH.—*Cairnvalona,* Thomson Line, about August 3; *Cairngowan,* Thomson Line, about August 10.

To BELFAST.—*Ballygally Head,* Head Line, about August 8.

To DUBLIN.—*Ramore Head,* Head Line, about August 25.

**These sailings are not complete, but are compiled from lists of prospective sailings supplied by shipping companies.*

To ANTWERP.—*Scandinavian*, C.P.O.S.-Furness Line, about July 30; *Holbrook*, C.P.O.S.-Furness Line, about August 6; *Mottisfont*, C.P.O.S.-Furness Line, about August 7; *Montezuma*, C.P.O.S.-Furness Line, about August 10; *Balsford*, C.P.O.S. Line, about August 17; *Dunbridge*, C.P.O.S.-Furness Line, about August 18.

To ROTTERDAM.—*Fanad Head*, Head Line, about August 6.

To HAMBURG.—*Cornishman*, White Star-Dominion Line, about August 4.

To HAVRE.—*Manoa*, Francanda Line (Canada Steamship Lines, general agents), about August 5; *Scotian*, C.P.O.S., about August 13; *Tunisian*, C.P.O.S., about August 20.

To BORDEAUX.—*Manoa*, Francanda Line (Canada Steamship Lines, general agents), about August 5.

To ST. NAZAIRE.—*Alston*, Marine Navigation Co., about August 15.

To SOUTH AFRICA (Cape Town, Port Elizabeth, East London, Durban, and Delagoa Bay).—*New Mexico*, Elder-Dempster Line, about July 30; *Jebba*, Elder-Dempster Line, about August 15.

To WEST AFRICA (Dakar, Sierra Leone, Seccondee, Accra, Lagos, etc.).—*Bassam*, Elder-Dempster Line, about July 25.

To AUSTRALASIAN PORTS (Melbourne, Sydney, Auckland, Wellington, and Dunedin).—*Kaikoura*, New Zealand Shipping Co., July 31.

To MONTEVIDEO, BUENOS AIRES AND ROSARIO.—*Oregon*, Houston Line, about July 31.

To RIO DE JANEIRO, MONTEVIDEO, AND BUENOS AIRES.—*Canadian Victor*, Canadian Government Merchant Marine, Ltd., about July 30.

To BARBADOS, TRINIDAD, AND DEMERARA.—*Canadian Farmer*, Canadian Government Merchant Marine, Ltd., about August 11.

To KINGSTON (JAMAICA).—*Canadian Sower*, Canadian Government Merchant Marine, Ltd., about August 5.

To ST. JOHN'S, NFLD.—*Canadian Miner*, Canadian Government Merchant Marine, Ltd., about August 3.

To INDIA AND FAR EASTERN PORTS.—*Hellenes*, Houston Line, about July 27; *Katura*, Ellerman Bucknalls, about July 31; *Canadian Pioneer*, Canadian Government Merchant Marine, Ltd., about August 25.

From St. John.

To LIVERPOOL.—*Manchester Importer*, Furness, Withy & Co., about July 30.

To BARBADOS, TRINIDAD, DEMERARA, AND BRITISH WEST INDIES.—*Chaleur*, Royal Mail Steam Packet Co., about August 8.

From Halifax.

To BRITISH WEST INDIES.—*Chaudiere*, Royal Mail Steam Packet Co., about August 6.

From North Sydney.

To ST. JOHN'S, NFLD.—*Sable I.*, Farquhar & Co., Ltd., about August 1.

From Victoria, B.C.

To YOKOHAMA, KOBE, HONG KONG, AND MANILA.—*Tyndareus*, Blue Funnel Line, about August 20.

From Vancouver, B.C.

To AUSTRALIA AND NEW ZEALAND.—*Canadian Exporter*, Canadian Government Merchant Marine, Ltd., about August 15; *Waimarino*, Canadian-Australian Line, about August 8; *Wairima*, Canadian-Australian Line, about August 16.

To YOKOHAMA, KOBE, HONG KONG, AND MANILA.—*Tyndareus*, Blue Funnel Line, about August 8.

To YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, AND HONG KONG.—*Empress of Japan*, C.P.O.S., about August 17.

To Yokohama, Kobe, and Nagasaki.—*Heimie Maru,* Transoceanic Company, late July.

To Shanghai, Hong Kong, Manila, and Singapore.—*Harold Dollar,* Canadian Robert Dollar Company, about August 10.

To Yokohama, Kobe, Moji, Shanghai, and Hong Kong.—*Monteagle,* C.P.O.S., about September 14.

To Yokohama, Kobe, Nagasaki, Shanghai, Manila, and Hong Kong.—*Empress of Asia,* C.P.O.S. Line, about August 26.

SPARE PUBLICATIONS.

The Department of Trade and Commerce has on hand at present spare copies of a considerable number of publications which it would be glad to forward to any one in Canada desiring them, without charge, so long as the supply lasts. In some cases only single copies are available. Applications from libraries, universities, boards of trade or similar organizations will be given the preference. Applications should be addressed to "The Supplies Branch, Department of Trade and Commerce, Ottawa."

The demand for the spare publications heretofore listed has been very great and the supply in many cases exhausted within a day or so of the publication of the *Weekly Bulletin.*

Correspondents should confine their applications solely to the list given below. If other publications are desired a separate letter should be written.

Annuaire du Canada, 1910.
Canada Grain Act, with Amendments, 1912.
Canadian Economic Commission to Siberia, 1919.
Census of Canada, 1890-91, Vol. 3; 1890-91, Vol. 4; 1901, Vol. 1; Population, 1901, Vol. 3; 1911, Vol. 2, Religious Origins.
Census of the Northwest, 1885.
Census of the Northwest Provinces, Population and Agriculture, 1906.
Census of Statistics Monthly, Vols. 7 and 8, 1914-15; Vols. 9 and 10, 1915-16.
China and Japan, 1914.
Chinese Markets for Canadian Products, 1919.
Coal Fields of Nova Scotia, 1909.
Dominion Elections Act, 1917.
Final Report of the Fuel Controller, 1919.
German War and its Relation to Canadian Trade, 1914.
Grain Inspection in Canada, 1914.
Handbook for Export to South America, 1915.
Imperial Year Book, 1917-18.
Jubilee of Confederation, 1917. (English and French.)
List of Licensed Elevators and Warehouses, 1919.
Report of the Board of Grain Commissioners for Canada, 1917, 1918.
Report on the Need for the Suppression of the Opium Traffic in Casada, 1908.
Royal Commission on Grain Trade in Canada, 1906.
Royal Commission on a Dispute between the Bell Telephone Company and Operators at Toronto, 1907.
Russian Trade, 1916.
Special Trade Commission to Great Britain, France, and Italy, 1916.
The Royal Commission re the Alleged Employment of Aliens by the Père Marquette Railway in Canada, 1905.
Timber Export Trade of Australia, 1917.
Canadian Economic Commission to Siberia, 1919.
Trade after the War, 1916.
Trade with South China, 1919.
Trial Shipments of Buckwheat via Panama Canal to the United Kingdom, 1918.
Wholesale Prices of Canada, 1890-1909, 1910.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

Argentine Republic.

R. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

G. B. Johnson, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rua Gonçalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

H. A. Chisholm, Canadian Government Trade Commissioner, 501 and 502, Teniente Rey 11, Havana. Casa de Corres—Apartado 1290. *Cable Address, Cantracom.*

France.

Hercule Barré, Canadian Government, Trade Commissioner, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland and Belgium.

A. Stuart Bleakney, Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

India.

H. R. Poussette, Canadian Government Trade Commissioner, c/o H. M. Trade Commissioner, McLeod House, Dalhousie Square, Calcutta.

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, vie Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; office 50-B Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Westminster House, Adderley Street, Cape Town. *Cable Address, Cantracom.*

South Eastern Europe.

L. D. Wilgress, Canadian Government Trade Commissioner, Athenee Palace Hotel, Bucharest. *Cable Address, Canadian.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commisioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

J. Vernon McKenzie, Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd. No. 4, Christiania, Norway. *Cable Address, Sontums.*

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

W. C. Noxon, Director, Overseas Trade Branch of the Department of Trade and Commerce, 1 Regent Street, S.W. 1, Eng. *Cable Address, Canmission.*

United States.

John A. Cooper, Director Dominion Bureau of Information, 1463 Broadway, New York City.

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:
Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:
Valparaiso, British Consul General.

Colombia:
Bogota, British Consul General.

Ecuador:
Quito, British Consul General.
Guayaquil, British Consul.

Egypt:
Alexandria, British Consul General.

France:
Havre, British Consul General.
Marseilles, British Consul General.

India:
Calcutta. Director General of Commercial Intelligence.

Italy:
Genoa, British Consul General.
Milan, British Consul.

Mexico:
Mexico, British Consul General.

Netherlands:
Amsterdam, British Consul.

Panama:
Colon, British Consul.
Panama, British Vice-Consul.

Peru:
Lima, British Vice-Consul.

Portugal:
Lisbon, British Consul.

Spain:
Barcelona, British Consul General.
Madrid, British Consul.

Sweden:
Stockholm, British Consul.

Switzerland:
Geneva, British Consul.

Uruguay:
Monte Video, British Vice-Consul.

Venezuela:
Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 248 St. James Street, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows: H.M. Trade Commissioner, McLeod House, 28 Dalhousie Square, Calcutta, India, that of the Commissioner for the Straits Settlements is: Mr. A. F. G. Anderson, H.M. Trade Commissioner, Singapore, Straits Settlements.

LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE DEPARTMENT OF TRADE AND COMMERCE.

(Revised to September 15, 1919.)

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report *re* Mail Subsidies and Steamship Subventions.
Canada and the British West Indies (1915). (Out of print.)
Canada The Country of the Twentieth Century (1915). (Out of print.)
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Report of the Canadian Economic Commission (Siberia), 1919.
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Russian Trade (1916).
Trade of South China (1919).
Trade with China and Japan (1914).
Timber Import Trade of Australia (1917).
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Toy Making in Canada (1916).
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

BUREAU OF STATISTICS PUBLICATIONS.

Annual Report of the Trade of Canada.
Annual Report on the Coal Trade of Canada (1918).
Annual Report on the Grain Trade of Canada.
Beet Sugar Industry (The), (1908).
Canada Year Book (The), (Annual).
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VOL. XXIII. AUGUST 2, 1920 No. 861

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



Barbados when the Moon shines on the Sea. (See page 292).

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa. **Monday, August 2, 1920.** **No. 861.**

CANADIANS SHOULD PUSH TRADE IN BRITISH WEST INDIES.

The new preferential trade agreement between Canada and the British West Indies should open a new era of development in our trade with those colonies. Canadian exporters of food products and manufactured goods should not fail to take advantage of the great extension of the preferential tariff which will give Canada an immense advantage over foreign countries.

We commence the publication in the *Weekly Bulletin* this week of a series of articles describing the climate, natural resources and people of the British West Indies, written by Mr. Watson Griffin. The first article begins on page 292. These articles were published in book form some time ago, but never appeared in the *Weekly Bulletin*. The demand for the book was so great that the edition was soon exhausted. Requests for information about the British West Indies are constantly being received, showing a widespread interest in these colonies.

CLOCK MOVEMENTS—IMPORTATION INTO THE UNITED KINGDOM.

Trade Commissioner J. Vernon McKenzie.

Glasgow, July 6, 1920.—There appears to be a considerable market in the United Kingdom, and particularly in Scotland, for various makes and grades of clock movements. An importing agent, who was formerly also a manufacturer of clock movements in a small way, informs the Trade Commissioner that the supply from France and the United States is neither entirely satisfactory nor adequate at the present time.

Previous to the war two very fine clock movements sold largely in this market—one made in Germany and the other in Great Britain. They were in 1914 so similar that only an expert, it is stated, could tell them apart. When a small improvement was made by the Germans it was quickly taken up by the British manufacturers, and similarly any improvements made by the British company were soon followed by the German manufacturers. This keen rivalry led to a large and satisfactory production. When the war broke out the supply from Germany of course ceased, and has since not been resumed. The continuation of the war witnessed great disorganization, and in a short time much less production, in the British manufactories.

At the present time, a leading importer states, some very satisfactory movements are coming in from France and some from the United States, but not enough to supply demand. In addition, the kinds of movements which this market could most readily absorb are not to be had, either from home manufacturers or from abroad.

A Scottish importer (see Trade Inquiry No. 1493 in this issue of the *Weekly Bulletin*) inquires whether there is any concern in Canada able to fill the requirements of this market as detailed above. He asks particularly for:—

Pendulum clock movements;
Cylinder timepiece movements;
Lever timepiece movements;
Ship's lever movements

of all grades, but particularly the very best are desired. The Scottish importer is prepared to arrange for the manufacture of the cases here, if desired. He is also prepared to furnish samples of movements desired and cases which would be in most demand.

NEW CANADIAN PACIFIC OCEAN SERVICES STEAMER LAUNCHED ON CLYDE.

Trade Commissioner J. Vernon McKenzie.

Glasgow, July 6, 1920.—The twin-screw steamer *Montcalm,* the first to be completed of the three being built in the yards of Messrs. John Brown & Company, Limited, Clydebank, for the Canadian Pacific Ocean Services, was launched on July 3.

The *Montcalm's* dimensions are: length on waterline, 563 feet; breadth, 70 feet; depth to boat deck, 68 feet; gross tonnage, 16,200 tons. The ship is constructed to carry 2,000 passengers in two classes.

The increase in cost of shipbuilding has been strongly illustrated in the building of these ships. Sir Thomas Fisher, general manager of the Canadian Pacific Ocean Services, stated at the launching that the company set out to build four vessels in 1916, and the price upon which the directors calculated had been—he would not like to say doubled, but very greatly enhanced. There had been constant rises in wages to all classes of men, and this had upset their calculations in financing the ships. Unless some finality could be reached, there would not be so many orders coming along in the future as in the last few years. He strongly urged that the shipbuilding industry should get back to the time when a ship could be built for a fixed sum; when directors would know what a ship was going to cost, and when they would not have to set out in the dark and at the end of two years see their costs practically doubled. That, he was afraid, would happen to some of those now having ships built in this country. If that happened there would be no orders, and we should proceed from the height of a boom to a slump, which would be most disastrous of all to the workmen, whose own actions have brought this state of affairs about.

Sir Thomas Bell, speaking on behalf of the builders, said there was no doubt about it that it was not only shipbuilders and their employees who were to blame. They had had dealings with shipowners who would practically give anything to get their ships completed, and the unfortunate shipbuilder was really between the devil and the deep sea. That was why prices had become abnormal. With the reduction of hours and the altered standard of living of the workers, they did not believe that the cost of ships or wages could well come back to what they were before the war. An endeavour was being made, continued Sir Thomas, to offset these increased costs by improving their mechanical appliances, so that in future shipbuilders on the Clyde would be able, so far as it was possible to do so by expenditure of capital, to meet the world's competition.

It was hoped that the other two vessels under order would be completed next spring, but the probability is that they will not be launched until some months later. This is due to the desire to keep down the costs. Several of the speakers during the launching ceremony spoke of their desire to promote trade intercourse between the Dominions and the Mother Country. The chairman stated: "We are all Empire builders nowadays, and it is that feeling which gives us the sense of the immense importance of the Dominion of Canada."

TEMPORARY SUSPENSION OF CUSTOMS DUTY ON NEWSPRINT PAPER IN ITALY.

(*British Board of Trade Journal.*)

The exemption from Italian Customs import duty accorded in October last to white paper, in rolls, for newspapers, has been continued in force until August 31, 1920, by an Italian Royal Decree dated 5th June, and published in the *Gazetta Ufficiale* on 22nd June.

COMMERCIAL NOTES FROM NEW SOUTH WALES.

Commercial Agent B. Millin.

Trade Conditions in New South Wales.

Sydney, June 16, 1920.—Importers are watching the developments abroad with keen interest and not a little anxiety owing to the many reports received from various trade centres regarding falling prices abroad. Stocks of all sorts of merchandise are necessarily light under the circumstances, and many are either exhausted or on the verge of exhaustion. Prices, however, have not appreciably fallen as the result of these reports, but in a few lines where the demand is insistent and the articles scarce prices are showing a strong tendency to rise.

The drought which has afflicted New South Wales for so many months has of late shown signs of breaking. Rain has fallen in many districts where it is sadly needed, and crops which were late in germinating show good prospects as compared with those of a few weeks ago.

Prohibited Importations of Brushware on Account of Anthrax.

A proclamation has just been issued by the Governor General of the Commonwealth of Australia prohibiting the importation of shaving and other toilet brushes containing the hair of animals from Eastern or Southeastern Asia, India, Ceylon, Japan, the East Indian islands, or the Philippine islands, the reason for the proclamation being that cases of anthrax have been directly traced as the result of using brushware from the places above mentioned.

Export of Rabbit Skins.

The Comptroller General of Customs has notified that it has been decided to remove all restrictions on the exportation of rabbit skins. Exporters of rabbit skins will not therefore be required to obtain permits to export in future, unless the proposed destination is in one of the countries to which export is generally restricted.

Copra from the South Sea Islands.

Owing to the European market for copra being practically closed, the effect on the export of copra from the South Sea islands has been that considerable quantities have been diverted to the United States.

Recent figures published at Sydney state that the value of exports from Samoa to the United States from the year 1914 are as under: 1914, $97,829; 1915, $580,428; 1916, $673,448; 1917, $1,158,385; 1918, $1,132,953; 1919, $2,027,253.

Manufacture of Leather from Rabbit Skins.

The increase in the value of rabbit skins of late years has been very noticeable, and the consequent greater commercialization of the rabbit is a matter of common knowledge. Hitherto, however, the actual pelt of the animal has been wasted, as efforts to utilize it as leather have been fruitless. The ordinary process of removing the fur has destroyed the pelt, which is usually torn to pieces and afterwards sold at a low price for making gelatine, etc.

Considerable experimenting has taken place of late, and it is claimed that a process has been discovered by which the pelt of a rabbit can be turned into leather, while the fur can still be used as at present for hat-making purposes, etc. It is stated that the fur is not damaged in any way by the process and that hats of excellent quality are made from it. The skins are soaked in a chemical mixture which toughens the pelts and loosens the fur, and the pelts when tanned make a very flexible light leather.

The company which has been formed at Sydney in connection with the industry expect to handle 100,000 skins per week, which would represent 25,000 pounds of leather.

New South Wales Wool Season 1919-20.

The wool appraisement season 1919-20 is practically over, only one small clearing-up series being left. The season has been a very successful one and the machinery has worked smoothly. The turnover for the season will probably amount to 715,000 bales, which would compare with 753,000 bales last season—a satisfactory result considering the drought. Throughout the season there has been in all twenty-two appraisement series in Sydney, and the work has been spread over a much longer period than would have been the case under normal auction conditions.

So far as the top prices are concerned, the records of the past season are well up to war-time figures. Merino fleece equalled the 30¾ pence obtained last season, and cross-bred fleece again realized up to 27¼ pence, and comeback fleece 29½ pence. Merino necks touched 24 pence, as against 23½ pence last season; broken, 26 pence, as compared with 24¼ pence; and pieces, 25¼ pence, as against 23¾ pence.

In the scoured division, clothing wool has touched 49 pence, which is the highest point of modern times in Sydney and compares with 48 pence the two previous seasons. Scoured combing was appraised at 48 pence, as compared with 47½ pence during the previous season and 46¾ pence two years ago. Scoured cross-bred realized up to 40 pence, as against 39¾ pence last season, and skin wool made 41½ pence, as against 43 pence last season. Much of the wool appraised during the last two seasons has not yet been shipped, and it is estimated that approximately a million and a half bales await shipment in Australia.

Manufacture of Wire Rope in New South Wales.

Among the many commodities of which there was a great shortage during the war period that of wire rope was one of the most noticeable, and at times many descriptions of wire rope were unobtainable. As a consequence, steps are now being taken to establish at Newcastle, N.S.W. (60 miles from Sydney) works for the manufacture of all kinds of wire rope, and this will be one of the many subsidiary industries now springing up at Newcastle and drawing their material from the Broken Hill Proprietary Company's steel works at that port. Australia imports large quantities of wire ropes and cables for use in the mining, shipping, and many other industries, so that there is a large market available for the output of the works.

Manufacture of Safes at Sydney.

A well-known firm of safemakers intend to open extensive works at Sydney in the near future, and arrangements are now being perfected for the manufacture of safes, strong-room doors, and other security adjuncts, which have hitherto been imported.

New Steamship Line to Sydney.

Advices have just been received that arrangements have been made for a new line of steamers to enter the cargo trade between San Francisco, Honolulu, and Australia. It is stated that the vessels will be of 10,000 tons each, oil burners, and that the service will be monthly.

TRADING WITH GREECE.*

Trade Commissioner W. McL. Clarke.

II.

Economic Survey of Greece.

TWO PRINCIPAL DIVISIONS.

In any economic study of Greece the Kingdom of the Hellenes may best be divided into two parts, viz., Old and New Greece. By Old Greece is meant that territory belonging to the Greeks before the wars with Turkey and Bulgaria in 1912-13, while New Greece includes all that area added to the kingdom by the treaties of London and Athens which concluded these Balkan struggles. It is hardly in the province of this report to hazard any estimate as to what will constitute the fully enlarged Greece of the present peace treaty, as to date of writing the Near Eastern question is not definitely settled.

Old Greece.

Old Greece as just defined is made up of (*a*) continental Greece (excluding Macedonia and Epirus), (*b*) the Peloponnesus to the south of the gulf of Corinth; (*c*) the Ægean Sea islands of (1) Euboea, along the Bœotian and Attica coasts; (2) the Cyclades group, forming a southern prolongation of Eubœa and comprised of some 220 islands, of which but 24, however, are of any appreciable importance, and among which may be mentioned especially Syra, Naxos, Andros, Tinos, Mikonos, Thermia, Seriphos, Paros, and Amorgos; and (3) the Sporados group of islands, to the north of the Cyclades and approaching the gulf of Volo, and of which only four of the twenty are inhabited; and (*d*) the Ionian Sea islands along the western coast of Greece proper, including Corfu, Santa Maura, Cephalonia, and Zante.

New Greece.

New Greece, on the other hand, consists of (*a*) Macedonia, (*b*) Epirus, (*c*) the island of Crete, (*d*) the Ægean islands of Mitylene, Samathrace, Imbros, Lemnos, Tenedos, Chios, Samos, and Nikaria.

EXTENT OF TERRITORY AND POPULATION.

What, then, is the extent and the population of this territory which makes up of Greece of to-day? According to the latest statistics Old Greece has a superficial area of 64,679 square kilometres and an estimated population of 2,950,850, while New Greece extends over a surface area of 60,000 square kilometres and has a population of 1,909,150. Thus the total area of Greece amounts to 124,679 square kilometres, with an approximate population in 1917 of 4,860,000, including refugees. It will be seen from the foregoing that the Balkan wars of 1912-13 almost doubled the area of Greece and added nearly 2,000,000 inhabitants to the population. It is interesting to notice that shortly after the War of Independence in 1821-32 Greece's population was but 750,000. It is also of interest to note that the feminine element in the population of Greece is less numerous than in any other European country.

*The first instalment of this report was published in the last number of the *Weekly Bulletin*.

Appended is a statistical table giving detailed figures of Greece's area and population:—

Divisions	Square kilometres.	Population.
Old Greece—		
Continental Greece	33,239	1,568,400
Euboea and Sporados	4,199	
Cyclades Islands	2,695	130,650
Peleponnesus	22,201	975,800
Ionian Islands	2,345	276,000
Total	64,679	2,950,850
New Greece	60,000	
Macedonia	.....	900,000
Epirus	.....	254,000
Crete	.....	336,150
Mitylene, Imbros, Tenedos, Samathrace	.....	250,000
Chios	.....	90,000
Samos and Nikaria	.....	79,000
Total		1,909,150
Grand total	124,679	4,860,000

Urban Population.

As 65 per cent of the Greeks are engaged in agriculture, according to M. Tsouderos in his admirable economic work on Greece, and as the total population of the kingdom is but 4,860,000, there are evidently few large cities in Greece. The only census figures available for the urban centres of Old and New Greece are those for 1907 and 1913 respectively.

According to these returns the cities over 10,000, in order of size, are as follows:—

Cities.	Population.	Cities.	Population.
Athens	175,000	Serres	18,670
Salonica	160,000	Zante	17,500
Piræus	74,500	Larissa	17,100
Patras	51,000	Volo	16,800
Cavalla	45,000	Yanina	16,800
Trikala	30,400	Aighion	16,700
Corfu	29,000	Karditsa	16,600
Syra	27,700	Chalcio	15,900
Candia	25,185	Tripoli	15,900
Canea	24,399	Drama	13,000
Calamata	20,300		

The population of Athens to-day, however, is estimated at 250,000; that of Piræus at 100,000, and that of Salonica at 150,000.

PHYSICAL CHARACTERISTICS.

If a glance be given to the physical map of Greece the complexity of its contour and the variety of its natural features are at once evident. Two things immediately arrest the attention: (*a*) the extended coastline, which is proportionally twice as long as that of Great Britain or France. With the exception of regions of Thessaly, no part of Greece is more than fifty miles from the sea; (*b*) the fold of mountains which traverses the peninsula in a southeast direction, and which is the principal factor determining the configuration of the country. This Dinaric Alpine fold runs in many parallel ridges which alternate with deep longitudinal valleys, where the soil, however, such as the plains of Bœotia and the plateau of Arcadia, is generally rich and fertile, or with mountain basis in the form of marshes, lakes, or gulfs.

The absence of any extended plains is one of the chief difficulties against which Greek agriculture has had to contend, the only plain of any extent being that of Thessaly.

CLIMATE.

The climate and atmospheric conditions of classical Greece, it is believed, have persisted on to the present time. The destruction of forests, however, has deprived Greece of the benefits resulting from rainfall and has lessened her soil reserve, thus modifying the state of agriculture. Most heights are therefore bare rocks and most streams dry by midsummer.

The variety of local climatic contrasts between extremes of heat and cold is due to the general contour of the country and depends upon the natural effects of diversity in the geographical configuration of the country. Spring is a very short season and the sun is generally hot by the end of March. In the Archipelago districts the summer heat is tempered by the winds from the Near East, but these are followed in late summer by the dry and unhealthy sirocco. The fall is the season of humidity, especially in October and November, while the winter, even if mild, is subject, however, to the recurrence of biting north winds from the mountains. Snow seldom falls in the maritime and lowland district, and frost is here extremely rare. In the northern highlands the winters are often severe.

The mean temperature for the whole of Greece varies from 46·4 to 52°F. in January, from 75 to 84°F. in July, and from 62·6 to 66°F. for the whole year.

The high western ridges precipitate most of the moisture—a fact which gives eastern Greece more sunny days than, for example, Corfu. Clear air is generally characteristic of Greece, and fogs and mists are almost unknown.

IMPORTANCE OF AGRICULTURE.

In an interview which the writer had with Mr. Venizelos, the Greek Prime Minister, there was emphasized the pre-eminent place which agriculture was likely to occupy in the development of Greece's economic life. In fact, it was on agriculture and the mercantile marine rather than on industry—important though this latter was to the nation—that the Prime Minister believed the Greece of to-morrow would depend. It will be well therefore to examine in detail what this agriculture is and to correlate its progress, both actual and potential, to Canadian interests. An examination of the agrarian problem naturally comes first.

DIFFICULTIES CONNECTED WITH AGRICULTURE.

At the outset it must be predicted that farming in Greece has been by the nature of things no easy undertaking. The end of the War of Independence in 1832 found the lands of Greece in what seemed then a virtually unreclaimable position. In the words of an eminent French commercial attaché to the Near East—M. Lefeuvre-Meaulle—"the ground of Greece for ten long years of struggle was subjected by the Turkish oppressor to every imaginable material outrage. For hundreds of leagues at a stretch, buildings, trees, hedges, walls—all were destroyed, burned and scattered to the four winds. The Turk in his customary manner razed everything to the level of the soil, and even the roads themselves were wiped out. When the enemy was finally beaten it seemed, indeed, that no human effort could ever repair the immensity of the disaster." Without a realization of this complete and absolute desolation no just estimate can be made of the agricultural progress in evidence to-day.

In the second place, the configuration of the soil is greatly against any extensive cultivation. For this the mountainous nature of the country is principally responsible.

Of the total surface of the old kingdom—viz., 6,429,610 hectares (16,074,025 acres)—there are but 1,286,583 hectares (3,216,457 acres) of level ground or plains. Over against this figure are 5,055,122 hectares (12,137,805 acres) covered by mountains and 87,905 hectares (219,762 acres) occupied by lakes or marshes. In point of fact, therefore, only 20 per cent of the soil is easily tillable, while in the Cyclades

islands the percentage is but 11 per cent, and in Ætolia and Acarnania only 6 per cent. Depending, moreover, on this mountainous structure of Greece is the added difficulty and costliness of constructing internal means of transportation. This difficulty is the more accentuated as Greece possesses no navigable rivers. Another point to be kept in mind is the fact that even those plains existing are often subject to partial inundation owing to the rains, which are rendered baneful on account of the deforestation of the mountains. And still another consideration is the presence of many marshlands with their inevitable accompaniment of malaria, even in some of the most fertile districts of the country.

So much for Old Greece. When one comes to study the situation, however, in New Greece, there is found in general the same configuration of territory, while Greece here inherited from the Turkish maladministration acute agricultural problems in Macedonia and Thessaly. To put this state of things briefly, it may be stated that in Macedonia the Turkish Government ceded vast extensions of territory to favourites, who in turn let out the territory to farmers on the most restrictive and exacting terms. The unfortunate peasant found himself virtually between two millstones—the landed proprietor, who was generally an absentee landlord, and the tax collector. What escaped the one would be largely taken away by the second, with the social result that the peasant's lot was a most slavish existence—he himself ignorant and conservative, and with the economic consequence that the farmer took comparatively little, if any, interest in his agriculture.

In Thessaly, ceded to Greece in 1881, the land situation was no better, and perhaps presented an even more pressing problem. It is stated that in 1881, of the 658 Thessalian villages only 198 were free, while the remainder, called "tchiflicks," belonged to a Turkish master, where the peasant was little more than a serf. It was the metayer system of farming, but dehumanized. The peasant was ground under the heel of the tax farmer, and there were years when not even the seed for the next year's crop was left him. Thus agriculture also in Thessaly—which contains the richest agricultural lands of Greece—presented a most deplorable state.

To sum up, then, we find that agriculture in Greece has been hampered principally by the following: (1) the Turk's wholesale destruction of agricultural lands and roads; (2) the mountainous character of the country; (3) the absence of navigable rivers; (4) the continual damage done by the rains; (5) the presence in Greece of marshlands and malaria; (6) the lack at one time of any vital interest in agriculture in two of Greece's richest provinces, viz., Macedonia and Thessaly—the commission of inquiry in 1895 found that only two proprietors in Thessaly had taken any interest in scientific cultivation, while in Macedonia the landlord was generally an absentee; and (7) the servile state of the peasant farmers themselves. Further, in appreciating the agricultural task so far accomplished by Greece, one must not overlook the additional facts that the methods of cultivation throughout Greece have been for the most part very elementary, that irrigation has been largely wanting where most needed, and that native capital has taken only an apathetic interest. Sparsity of population, bad roads, the prevalence of usury, the uncertainty of boundaries, the growing distaste for rural life, failure to rotate crops, and the ravages of the field mice, especially in Thessaly, have also retarded agricultural progress.

AMELIORATIONS TO BE NOTED.

The policy of the Greek Government, however, has done much to better the agricultural position of Greece. In May, 1917, the right of buying up the great landed estates of Macedonia was conceded to their old owners under the Turkish domination on the condition that one-fifth of the ground was turned over to the state. To Greek soldiers, moreover, who had distinguished themselves in the Balkan wars the privilege was given of taking up 10 hectares (25 acres) of public lands in Macedonia and to sell land to groups of peasants when such appropriations were considered in the public

interest. The amount charged the peasant for these lands corresponded with the sum of indemnification which the state paid to the old proprietors plus expenses connected with the transfer, and was to be fully paid up with interest at 6 per cent in annual instalments by the peasant in thirty years. Each group of these peasants form an agricultural society, which is directed by a secretary appointed by the Government, who collects the yearly payment due to the state and who interests himself on behalf of the farmers in the next season's sowing, in the use of agricultural machinery, and generally in the economic needs of the territory. These associations are also supported by loans granted by the National Bank of Greece and by the Agricultural Bank of Macedonia.

Much of the same policy has also been followed out in Thessaly, where in 1907 the Agricultural Bank of Thessaly bought up 635,782 stremma (158,945 acres) of land partitioned it among peasants, with the result that but 264 tchifliks remained. Moreover, later Government legislation in 1911 prevented the peasant proprietor from being driven off the land on which he had been born and reared.

Finally in this connection there may be mentioned another law of 1917 which, besides extending to the rest of Greece the same principle of appropriation and installation of peasants applied to Macedonia, authorized the divisioning of every domain in the kingdom which surpassed 100 hectares (250 acres). In practice, however, only that portion of land is appropriated which is needed to instal comfortably the peasants as the necessity of extended estates in the interests of agriculture is recognized.

These properties may be bought up directly by the State or by the farmers themselves, to whom the National Bank of Greece will make loans, guaranteed by the State, up to four-fifths of the landed value.

This enfranchisement of property, therefore, and the raising of the farmer class from a status of serfdom has done much already to stimulate agricultural development.

AGRICULTURAL CREDITS AND SYNDICATES.

Nor has the Government overlooked the important question of agricultural credit. In 1914 Mr. Venizelos arranged with the National Bank of Greece to grant agricultural credits up to 25,000,000 drachmas with interest at 5 per cent. The State also caused the rural banks which existed in New Greece to be transformed into important credit institutions, viz., the Agricultural Bank of Macedonia and the Agricultural Bank of the Ægean Islands, and obliged by the National Bank of Greece by a convention of 1914 to put at the disposition of the State another 25,000,000 drachmas at 4 per cent for the same purpose.

The State has also given its practical support to the agricultural syndicate movement throughout Greece. Of the 670 of these organizations existing in January, 1916, and whose membership then reached 27,051, 500 were directly interested in agricultural credit. The Government guarantees these associations and allows them to buy on credit at 6 per cent interest the ploughs, implements, and fertilizers necessary for tilling the soil. Each individual society borrows from the National Bank and the sums so loaned are divided among the respective members in accordance with their ability to pay, their solvency being gauged by special Government functionaries. The most recent statistics show that the number of agricultural syndicates in Greece had increased to 820 with 52,648 members in the beginning of 1919. The capital at that date amounted to 2,515,000 drachmas, guaranteed over and above to the extent of 16,000,000 drachmas, representing the liquid wealth of the members.

GOVERNMENT DEPARTMENT OF AGRICULTURE.

Another progressive move on the part of the Greek Government has been the creation of a separate Department of Agriculture in 1918, with technical advisers, laboratories, and special branches devoted to the study of plant maladies, silk culture, and oil refining. Agricultural experimental stations have also been opened and

specially qualified foreigners called in to teach and counsel the farmers and to operate the stations established. Moreover, about a hundred travelling instructors periodically visit different agricultural sections of Greece. There are also in existence agricultural schools throughout the country.

REFORESTATION AND DRAINAGE.

The Government is also taking an interest in the reforestation of the mountains —already a good commencement has been made over an area of 1,000 stremma (250 acres)—and in the draining of the marshes. In this latter connection private initiative has accomplished at least one really remarkable piece of work. A company known as the Lake Copais Corporation, in which English capital is largely invested, obtained a Government concession to drain the marshes around lake Copais in northern Beotia. Some 16,594 hectares (41,485 acres) have up till now been made suitable for agriculture, yielding annually crops valued at 3,500,000 drachmas, while 100,000 cattle graze on a part of the reclaimed territory.

MODERN METHOD OF CULTIVATION.

The Greek farmer is also coming to appreciate the necessity of modern methods of cultivation—thanks partially at least to the enlightening policy of the Government. Agricultural machinery and chemical manures are being used increasingly, and their employment is destined to become much more important.

IMPROVEMENT STILL NEEDED.

If, then, many are the disadvantages under which agriculture has been carried on in Greece, it is equally true that not a little has already been done to ameliorate the unfavourable conditions under which the agricultural industry has been placed. Much yet, however, remains to be done. The capital now available must be rendered more utilizable, the disintegrating and reconstructive processes in New Greece must be perfected, agricultural credit better organized and distributed, surveys of land extended, drainage works amplified, greater attention given to reforestation, internal communications improved, agricultural education extended, competition in the raising of crops encouraged, agricultural machinery more widely used, as the agricultural parts are very thinly populated and man-labour will have to be increasingly supplemented by power. It would further seem that agricultural taxes in some instances could be advantageously reduced and that immigration so far as possible should be to the land and not to foreign countries. The writer travelled for miles throughout the rich province of Thessaly, and only here and there could any houses or villages be seen. Moreover, skilled farm help would seem imperatively necessary if Greece is to produce those crops which Nature has apparently destined to her. In short, then, the working out of the agricultural problem in Greece will demand the careful investment of both brain and capital, and will entail the wise application and distribution of both hand and machinery labour.

DOMINION OF CANADA EXPORT LICENSES.

A memorandum of the Department of Customs (No. 2409-B), dated July 22, advises with regard to export licenses for the below-mentioned products as follows:—

Sugar.—Licenses for the exportation of sugar are no longer required.

Gold Coin, Gold Bullion, and Fine Gold Bars.—Licenses for the exportation of gold coin, gold bullion, and fine gold bars are under the control of the Deputy Minister of Finance.

Wheat and Wheat Products (not including bread or biscuits).—Licenses for the exportation of wheat and wheat products are by statute under the control of the Canadian Wheat Board, Winnipeg.

TRADE WITH ROUMANIA.*

Trade Commissioner L. D. Wilgress.

IV.

Present Economic and Financial Position.

The outstanding features of the present economic position in Roumania are the deficiency of internal transport, the small amount of exports, and the low exchange value of the Roumanian lei. These three factors are closely interrelated with one another, but the transport crisis may be said to be the fundamental problem now confronting the country. The exchange situation renders ordinary trade with Roumania almost out of the question for the present, since it is evident that with the lei quoted at between two and two and a half cents as compared with a par value of 19.3 cents, Roumanian importers can only pay cash for goods absolutely essential. Credit therefore becomes for a time an important consideration in the promotion of business relations with reliable Roumanian firms and organizations. Negotiations are also in progress with a view to the exchange of products on a barter basis. It is necessary to carefully inquire into these questions and also as to how long the present situation is likely to continue. Attention should first be directed to the important matter of internal transport.

LACK OF LOCOMOTIVES.

As pointed out in my report of April 25, published in *Weekly Bulletin* No. 854, the transport crisis is chiefly due to the deficiency in the number of locomotives in good working order. Before the war there was a railway system of 2,200 miles in Old Roumania, for the needs of which 1,000 locomotives sufficed. At the present time Greater Roumania has a network of 4,200 miles of railway and the number of locomotives is 1,965, of which about 550 are in service. Only about 200 of these, however, are in good working order. When the Germans and Austrians evacuated Roumania they took with them most of the locomotives in running order. The Roumanians later obtained many locomotives and other rolling stock from Hungary during their occupation of that country, but these locomotives have been for the most part useless, since they are not adapted to burning oil, the chief fuel used on the Roumanian railways, and the majority are also badly in need of repairs.

Roumania has not proper facilities for effecting heavy repair work of the kind needed to restore most of the idle locomotives to working efficiency. The policy has lately been adopted of giving two or three locomotives at a time over to the private workshops belonging to the oil and industrial companies, and in this way a great deal of repair work has been done, although for the most part of a temporary character. The large works near Temisoara, formerly operated by the Hungarian State Railways, are also being utilized for repair work and for converting into oil burners the locomotives obtained from Hungary last year. There has been a shortage of materials, although a large amount of necessary supplies were brought in under the credit for £500,000 accorded by the British Government. A British railway commission has been in Roumania for several months studying the situation and recommending what supplies should be obtained under the credit referred to. This commission is now winding up its affairs.

Nearly all the railway bridges destroyed by the Germans on leaving the country have been temporarily repaired by the Roumanians, so that trains can be operated without interruption. The long bridge over the Danube on the line to Constantza, which was blown up by the Roumanians in 1916, has, however, not yet been repaired, and trains have to cross the damaged section on pontoons.

*The preceding articles of this series were published in *Weekly Bulletin* Nos. 858,, 859, and 860.

A noticeable improvement in the operation of the railways has recently been effected as a result of the above measures, but the facilities provided are still far from being sufficient to cope with the demands for transport. There is no lack of railway cars, although passenger cars are mostly without window glass and otherwise badly in need of repairs. The Government has now decided that it is necessary to purchase new locomotives, and tenders are being called for. An order for fifty locomotives has been placed with the Baldwin Locomotive Company of America and deliveries of ten a week are to commence in July, 1920. Payment is to be made in six months in either oil or dollars. As soon as the Government can secure the necessary funds abroad, other orders are to be placed for locomotives up to about 500, which is considered the minimum number required for the present. Parts and accessories for locomotives and railway tools, as well as clothing and other articles for the use of the railway personnel, are also to be purchased abroad.

EFFECT OF THE TRANSPORT CRISIS.

The receipt of new locomotives should greatly relieve the present crisis. The disorganization of the railway services has practically paralyzed the economic life of Roumania. The exportable products of the country cannot be moved readily to the ports or neighbouring countries, while it is frequently a matter of months for import consignments to be transported to Bucharest from the ports of Galatz and Constantza. Great difficulty has been experienced in moving the crops, and this applies not only to the surplus exportable products of the country but also to supplies for the consuming centres. The oil industry has been greatly handicapped by the lack of transport. Drilling operations have been largely suspended owing to the difficulty of transporting materials and equipment, while oil for export has been blocked, although the reservoirs are full. Over 200,000 tons of oil products are at the refineries awaiting shipment. The suspension of drilling operations has resulted in a decrease in the daily production of crude oil since the armistice from 3,000 to 2,000 tons a day, and as compared with a pre-war production of 5,000 tons a day. Petroleum residue is the chief fuel for Roumanian industries, and factories have had to close down owing to the difficulty of obtaining fuel. Similarly there has been a shortage in the towns of fuel for heating purposes, although the oil fields are within a few miles of such cities as Bucharest, Braila, and Galatz. The transport crisis has also greatly affected the timber industry both in the Old Kingdom and in Transylvania, and there is a large quantity of sawn timber in the country which cannot be exported for lack of transport. The same applies to salt, which could be exported in almost unlimited quantities provided the transport facilities were available.

The ports of Galatz and Constantza are greatly congested with goods, and importers often have to wait several months before securing railway cars to transport their merchandise to the centres of consumption. To overcome these difficulties several firms have purchased motor trucks for the purpose of carrying their goods, while certain private companies have organized services of motor trucks for transporting goods between different parts of the country. Peasant carts are another of the means of transport availed of to relieve the present crisis. Many peasants are thus neglecting their fields, attracted by the profits which can be made by carting supplies and merchandise to the larger towns. Importing firms in Bucharest also utilize the river Danube, bringing goods from Galatz by barges to Giurgiu, and from thence to Bucharest by railway, motor truck or peasant cart. The limited number of barges and steamers available on the river Danube restrict the extent to which these facilities can be utilized.

The above is a review of the present conditions of internal transport in Roumania. The Government realizes that this problem is one of the most important now confronting the country and every effort is to be made to restore the operating

efficiency of the railways. The chief difficulty is to secure the funds abroad wherewith to purchase the necessary materials and locomotives. Negotiations are in progress for the raising of a foreign loan, and a measure has been passed for placing at the disposal of the Government the funds resulting from the sale abroad of the exportable products of the country.

ABSENCE OF EXPORT.

It is seen to what extent the lack of adequate transport facilities has crippled the export trade of Roumania in cereals, oil, timber, and other products. There is also a diminution in the quantity of available export products as a direct result of the war and the German occupation. Cereals were the chief export from Roumania previous to the war. When the Germans retired from the country there was a shortage of seed grain, draught animals, and agricultural implements. As a result the spring sowings of 1919 were very much below the average of previous years, and the Government, for fear of short crops, was led to regulate the movement of grain, fix maximum prices, and prohibit exportation. The total crop of wheat in 1919 proved to be a little over 61 per cent of the average for the five-year period 1911-15; that of rye slightly in excess of this average; that of barley 41 per cent of the 1911-15 average; and the crop of oats 52.6 per cent. It was estimated that there would be a surplus of 150,000 tons of wheat available for export, but the autumn sowings being very much less than anticipated (only 25 per cent of the average cultivated area), the restrictions on the movement and export of cereals were continued in force. At present (May, 1920) the results of the spring sowings are being awaited, but in the meantime the exportation of wheat, rye, oats, and colza (rape seed) is prohibited, the only agricultural products permitted to be exported being corn, up to a maximum of 300,000 tons; beans, up to a maximum of 20,000 tons; and millet, up to a maximum of 30,000 tons.

AGRICULTURAL SITUATION.

The cultivated area is not likely to show any increase this year over the spring sowings of 1919. The Government has distributed seed grain in sufficient quantities, but the peasants are for the most part disinclined to work. They have a sufficient quantity of money stored up and can often earn more by transporting merchandise to the towns than by working their fields. They grow enough corn for their own use, but are not inclined to raise a large amount of wheat and other exportable products. The people of the city of Bucharest are spending money at the rate of several million lei a day, and the greater part of this goes to the peasantry, who are thus enjoying unusual prosperity, although feeling the shortage of clothing, implements, and other articles. The large estates of over 247 acres have been expropriated and the land is being distributed among the peasants and agricultural workers, so that each cultivator will have at least 12.35 acres of land. The expropriated land has been in the hands of peasant associations awaiting distribution, and difficulty has been found in persuading the peasants to work on the land thus held in common. In view of the expropriation and the difficulty of securing agricultural labour, the estate owners are not able to produce on the same scale as before the war. Under the above circumstances there is not likely to be any large surplus of cereals, other than corn, for export abroad this year, and it will take several harvests before Roumania reassumes its position as one of the principal grain-exporting countries.

EXPORTABLE PRODUCTS.

Dr. Anghelescu, the former chief of the Commercial Department of the Ministry of Commerce and Industry, has estimated that when normal production and transport is once more attained there will be an exportable surplus from Greater Roumania of 5,000,000 tons of cereals, 1,000,000 tons of petroleum products, 500,000 St. Petersburg standards of timber, and a large quantity of salt.

At the present time all export is under Government control. The only products permitted to be exported are corn, beans, and millet (up to the quantities above mentioned), pine and beech wood, horse and ox hair, the residues of all kinds of oils, waste paper, waste wool, intestines and animal tails, feathers, grass for brooms, horns, hare and fox fur, alcohol, wine, yeast, burned-wood articles, blouses and Roumanian textures, gypsum (sulphate of calcium hydrate), osiers, baskets and matting, hammer handles, used stamps, petrol, benzine, and mica.

The object of the recent decree placing all export under the control of the Government is to provide additional revenue and also the means whereby funds may be obtained for the purchase abroad of necessary supplies and equipment for the railways and other public undertakings. For the latter purpose the Government proposes to engage directly in export and to arrange for the exchange of products with other countries. Products will be purchased at the internal prices ruling in the country and exported by the Government directly or through authorized syndicates specially formed for the purpose under the control of the Ministry of Commerce and Industry.

Private parties are only granted export permits under special conditions and a tax is levied on the profit resulting from the transaction. To determine this profit a price commission establishes each month the price ruling for exportable products in the country and the prices obtainable for the same products in the principal importing markets. The tax amounts to 50 per cent of the difference between the internal and export prices thus established, except when this difference is more than 100 per cent the tax is 60 per cent. Preference is shown in the granting of export permits to organizations desirous of shipping products abroad in compensation for necessary supplies which they wish to purchase from foreign countries.

[A further instalment from this report will be published in the next number of the *Weekly Bulletin*.]

BUILDING MATERIALS AND READY-MADE HOUSES WANTED IN ROUMANIA.

Mr. L. D. Wilgress, Canadian Government Trade Commissioner, Bucharest, Roumania, writes as follows:—

At the present time there is a considerable amount of construction work planned in connection with the reconstruction of factories and buildings which were destroyed during the war. There is also a great shortage of housing accommodation in all the large towns of Roumania.

Companies have recently been formed for the purpose of supplying the materials which will be necessary in connection with this reconstruction work. The names of the principal companies can be obtained on application to the Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa, referring to file 25954. They have expressed their desire to receive catalogus and price lists from Canada for all kinds of building materials, ready-made houses, etc.

All the firms whose names have been sent to the Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa, are of good standing and they have constructed some of the largest buildings in Roumania. They are general contractors or suppliers of building materials. The firms interviewed expressed themselves as greatly interested in the possibility of obtaining ready-made houses from Canada as well as other construction materials.

SOUTH AFRICA'S IMPORTS.

Trade Commissioner W. J. Egan.

IV.

The following is a continuation of the series of articles in which Mr. Egan exhaustively reviews the imports into the Union of South Africa. In *Weekly Bulletin* No. 858 a general summary of the imports was given, and particulars as to the following imports of iron and steel—axles, bedsteads, bolts, nuts and rivets, chains for hauling, cutlery, enamelware, fencing material, wires, horseshoes, lamps and lampware, and nails and screws. In *Weekly Bulletin* No. 859 tools and implements (hardware), sewing machines, stoves, etc., were dealt with, and tables presented giving statistics of farms, areas cultivated, and class of grain cultivated, etc.; and in the last number of the *Bulletin* the consideration of iron and steel imports was continued.

Machinery.

Air Compressors.

For the first time air compressors are shown as a separate entry. They had previously been included with machinery, n.o.d.

For the year 1919 the total value of import was $60,100, of which $36,600 was from the United States and the balance of $23,500 from the United Kingdom.

Boilers.

This is another item which appears under its own heading for the first time.

The total imports last year were $316,900. The imports from the United States were to a value of $54,000; the United Kingdom, $250,500; Sweden, $2,050; and Norway, $340,000.

Cranes, Elevators and Lifts.

Previous to the year 1919 this import heading also included imports of cranes; they are now separate.

In the year 1913 the old imports under the old heading of cranes, elevators and lifts was to a value of $299,000. Canada's share was $9,500; the United States, $50,000; United Kingdom, $211,000; Germany, $32,000; and Norway, $2,600. The same year the South African Government Stores imported to a value of $122,000. The imports have decreased each year since 1913 down to 1917, when they had dropped to $35,350; they increased to $56,500 in 1918. For last year the total imports were $100,250, of which $53,250 was for cranes, the balance of $47,000 being for elevators and lifts.

The only countries from which imports were received last year under this heading are the United States and the United Kingdom. The United States shipped in cranes $15,255; elevators and lifts $14,450. The United Kingdom shipped $37,625 value in cranes and $32,460 in elevators and lifts. There were no imports last year for South African Government Stores.

Fire Engines and Appliances.

Country of Origin.	Value 1913.	Value 1919	Decrease or Increase.
Total for the Union	$93,500	$44,275	— $51,222
Canada	—	—	—
United States	14,000	20,100	+ 6,100
United Kingdom	77,000	24,150	— 52,850
Germany	1,250	—	— 1,250

Pre-war the average annual import was $80,000, of which the United Kingdom shipped about 80 per cent and the United States the balance, with the exception of about $1,500 a year from Germany.

During the war Japan shipped under this heading to a value of $5,725 in 1918.

This trade is rather a difficult one, as the orders are usually placed with English houses of a long-established connection, who are represented in South Africa. Furthermore, the municipalities have their United Kingdom purchasing agents, who are instructed to secure tenders when supplies are required.

Engines, Oil, Petrol and Spirit.

This is another entry which appears for the first time. It will be very useful, and is, I know, very much appreciated by the importing trade.

The total imports in 1919 were to a value of $128,300, of which the United States shipped $68,900; the United Kingdom, $37,850; Sweden, $18,600; and Norway, $2,850.

This is a line which it is difficult to secure agents for unless arrangements will be made for the consigning of samples for demonstrating purposes.

There are big possibilities with a "fool-proof" engine worked on crude oil.

Engines

(Other than Fire, Tractor, Oil, Petrol and Spirit).

This is another new entry, which was previously booked with machinery, n.o.d.

The year 1919 imports totalled in value $172,975. The imports from the United States were valued at $37,690; the United Kingdom, $135,090; and Switzerland, $19,500.

Traction Engines and Steam Rollers.

Country of Origin.	Value 1913.	Value 1919.	Decrease or Increase.
Total for the Union	$82,000	$283,000	+ $201,000
Canada	.....	29,475	+ 29,475
United States	27,300	225,925	+ 198,625
United Kingdom	64,400	27,650	— 26,750

The small-capacity tractor which we have suggested so often since 1913 has come in at last. Owing to my absence last year I have not been able to trace up the actual machines imported or their average capacity. Canada had shipped once only previous to 1919 under this heading, which was in 1912, to a value of $600.

Canadian manufacturers of any line breaking in on a market for the first time would be well advised to co-operate with the Trade Commissioner, who can be of value to them in more ways than space permits to mention.

Machine Tools.

I am glad to advise that this entry is now a separate one, and will be useful, I am sure, to a number of Canadian inquirers. In the past we could give no definite information, as these tools were included with mechanics' tools. The total imports in the year 1919 were $69,625, of which Canada shipped to a value of $1,600; the United States, $46,450; and the United Kingdom, $21,600. The South African Government Stores imported to a value of $3,900 only, last year.

Machinery—Confectionery Making.

Under this heading, appearing in the returns for the first time, the total value of import was $7,500, of which the United States shipped $2,270, the United Kingdom $5,220, and France $10.

This confectionery industry has made big headway during the past five years, and there is talk of a further considerable expansion.

Machinery—Flour Milling.

The total imports last year of this class of machinery were to a value of $251,500. The United States shipped to a value of $19,400; the United Kingdom, $105,500; Switzerland, $22,300; France, $625; and Australia, $250. Previous to the year 1919 this machinery was classified with machinery—manufacturing.

Machinery—Manufacturing

(Except Confectionery, Corn and Flour Milling for 1919).

Country of Origin.	Value 1913.	Value 1919.	Decrease or Increase.
Total for the Union	$1,446,000	$2,390,000	+ 944,000
Canada	750	.....	— 750
United States	140,000	766,700	+ 626,700
United Kingdom	975,000	1,564,000	+ 589,000
Germany	206,000	1,550	— 194,450
Holland	56,500	1,720	— 54,780
Norway	24,300	1,080	— 23,220
France	18,200	18,550	+ 350
Belgium	8,700	3,615	— 5,085
Switzerland	.....	27,400	+ 27,400

For the interested Canadian engineering plants a study of the above tables and following tables should bring home to them the value of the market, which will be bigger in the future.

Representation is an absolute necessity, and that representation should be supplemented by a thorough investigation of the whole field by an engineering representative of the Canadian firm. To those firms who are not prepared to follow the latter suggestion this office will do its very best to get them properly represented, but to do this intelligently data must be supplied with the request to this office. A general letter is of very little service, and a letter telling of your preparedness to quote if we will secure blue prints and submit all sort of technical information is almost of no use, because other engineering plants have their representatives on the spot who are constantly looking up prospective business of this kind.

Machinery—Mining.

Country of Origin.	Value 1913.	Value 1919.	Decrease or Increase.
Total for the Union	$3,638,000	$3,487,000	— $151,000
Canada	750	1,570	+ 820
United States	765,000	1,976,900	+ 1,221,900
United Kingdom	2,430,000	1,478,800	— 951,200
Germany	350,000	.....	— 350,000
Denmark	54,000	.....	— 54,000
Belgium	21,800	.....	— 21,800
Sweden	6,600	3,925	— 2,675
France	3,800	.....	— 3,800
Australia	950	19,250	+ 18,300
Switzerland	.....	6,675	+ 6,675

Machinery—Mining Buckets and Tip Trucks.

Country of Origin.	Value 1913.	Value 1919.	Decrease or Increase.
Total for the Union	$303,000	$310,800	+ $7,800
Canada	—	—	—
United States	700	14,400	+ 13,740
United Kingdom	257,000	296,360	+ 39,360
Germany	37,400	.....	— 37,400
Belgium	6,100	.....	— 6,100

Machinery—Printing and Book Binding.

Country of Origin.	Value 1913.	Value 1919.	Decrease or Increase.
Total for Union	$219,000	$137,275	— $81,725
Canada	425	30	— 395
United States	31,000	73,450	+ 42,450
United Kingdom	159,000	63,325	— 85,675
Germany	32,200	.....	— 32,200
Holland	600	.....	— 600

Pumps.

Country of Origin.	Value 1913.	Value 1919.	Decrease or Increase.
Total for Union	$551,000	$707,100	+ $156,100
Canada	.....	910	+ 910
United States	146,000	199,800	+ 53,800
United Kingdom	323,000	331,200	+ 8,300
Germany	62,701	.....	— 62,700
Switzerland	7,300	172,000	+ 164,700
Norway	.....	1,510	+ 1,510

Imports of pumps from Canada were received on three other occasions, first in the year 1914, to a value of $1,700 and in 1918 to a value of $1,340. Pre-war the imports annually from Germany were to a value of $80,000.

The year 1913 happened to be at a low mark; in the year 1914, which was only part of the year's shipments, the value of import from Germany was $105,000. Switzerland's increase is remarkable, as previous to 1913 she had only shipped once, to a value of $1,000. In 1915 she was credited with $63,400 in value of import; these dropped in the two following years to $17,000 and $13,100 respectively. In 1918 the value had jumped to $72,250, and last year this was more than doubled.

Machinery—Sawing.

Country of Origin.	Value 1913.	Value 1919.	Decrease or Increase.
Total for the Union	$35,800	$108,000	+ $72,200
Canada	—	—	—
United States	4,500	59,000	+ 54,500
United Kingdom	25,000	34,080	+ 9,080
Germany	2,400	.....	— 2,400
Sweden	.....	14,400	+ 14,400

The big jump shown in the two years compared is a correct reading of the conditions during the war, as the average total annual import from 1914 to 1918 inclusive has only been $33,200.

Renewals in furniture factories and cart and carriage plants have had a great deal to do with the increased import, which increased in quantity last year as well as value.

Tanks and Vats.

Country of Origin.	Value 1913.	Value 1919.	Decrease or Increase.
Total for the Union	$72,500	$18,240	— $53,260
Canada	—	—	—
United States	—	15,600	+ 15,600
United Kingdom	52,000	2,640	— 49,360
Norway	14,500	.....	— 14,500
Germany	950	.....	— 950

Germany is credited only once under this heading since the year 1910, which was in the year 1917, to a value of $1,500 out of a total import trade that year of $5,500. The year 1916 was the greatest in value of total since the year 1911. The total import that year (1916) was valued at $132,800, and the United States was credited to a value of $113,000, France coming in that year to a value of $3,000. With the development in sight there should be good possibilities, especially for the tower tanks.

Machinery—Water Boring.

Country of Origin.	Value 1913.	Value 1919.	Decrease or Increase.
Total for the Union	$177,000	$13,100	— $163,900
Canada	—	—	—
United States	170,000	12,000	— 168,000
United Kingdom	3,500	1,100	— 2,400
Germany	1,240	—	— 1,240

The United States has always controlled the greater part of this machinery. The year 1913 was exceptional in import of value, as previous to that year the imports were on an average about $89,000 annually. Since and including the year 1915, to and including 1919, the imports have averaged to a value of $19,600 annually. There should be a fair demand in the immediate future.

Presses for Wool.

These appear in a separate entry last year. The total trade was $21,400, of which the United States shipped $1,375 and the United Kingdom $19,300. Australia came in for the balance of $650.

Wine Presses and Pumps.

These are shown separately for the first time. The total trade was only $1,350, of which the United States shipped $1,130 and the United Kingdom the balance of $220.

Machinery, All Other—N.O.D.

Country of Origin.	Value 1913.	Value 1919.	Decrease or Increase.
Total for the Union	$2,031,000	$1,466,900	— $564,100
Canada	14,000	33,200	+ 19,200
United States	186,000	579,300	+ 393,300
United Kingdom	1,622,000	789,475	— 832,525
Germany	183,000	90	— 182,910
Sweden	6,400	54,775	+ 48,375
France	4,100	420	— 3,680
Norway	3,800	490	— 3,310
Belgium	3,600	.....	— 3,600
Japan	—	2,300	+ 2,300
Australia	—	1,920	+ 1,920

The South African Government Stores imported under this heading to a value of $290,000, and last year to a value of $142,470. The bulk of the stores imported are from the United Kingdom. Canada's share of the total trade in 1918 was $64,630. With the new prospects and the expansion of many industries, there are big possibilities for machinery of all kinds, but, like every other article of import, representation on the spot is essential if the Canadian engineering plants wish to secure a real share of this important import.

Belting and Bands—Leather.

Country of Origin.	1913. Value	1919. Value	Decrease or Increase.
Total for the Union	$204,100	$366,250	+ $162,150
Canada	—	—	—
United States	42,325	159,400	+ 117,075
United Kingdom	158,200	193,500	+ 35,300
Australia	3,260	13,325	+ 10,065
Japan	150	.....	— 150

Belting and other articles connected with machinery are included here before proceeding with the balance of the report on iron and steel and its manufactures of imports.

Leather belting were shown as a separate entry in 1918, previously being included with belting and bands.

Belting and Bands—Not Leather.

Country of Origin.	Value 1913.	Value 1919.	Decrease or Increase.
Including Leather.			
Total for the Union	$690,000	$846,300	+ $156,300
Canada	—	—	—
United States	181,000	377,300	+ 196,300
United Kingdom	485,000	468,000	— 17,000
Germany	14,600	.....	— 14,600

Most of the belting under this entry in 1919 is for composition belting, for which there is always a demand.

Tenders are issued from time to time by the mines, but as a matter of fact the overseas American and British firms who secure the trade all carry through their representatives a considerable stock to meet immediate demands.

Battery Cloth.

Country of Origin.	Value 1913.	Value 1919.	Decrease or Increase.
Total for the Union	$149,000	$178,000	+ $29,000
Canada	—	070	+ 70
United States	9,900	52,950	+ 43,050
United Kingdom	129,000	120,700	— 6,300
Holland	7,900	.....	— 7,900
Germany	2,100	.....	+ 60
Switzerland	95	155	+ 60
Japan	.....	4,490	+ 4,490

Pre-war the great bulk of this trade was in the hands of the United Kingdom manufacturers.

Boiler Composition.

	Value 1917.	Value 1919.	Decrease or Increase.
Total for the Union	$7,065	$7,255	+ $7,190
Canada	80	815	+ 735
United States	310	1,645	+ 1,335
United Kingdom	6,675	3,810	— 2,865
Australia	.....	985	+ 985

Hose, Steam and Suction.

Country of Origin.	Value 1917.	Value 1919.	Decrease or Increase.
Total for the Union	$1,600	$7,875	+ $6,275
Canada	.....	2,600	+ 2,600
United States	500	2,090	+ 1,590
United Kingdom	950	3,180	+ 2,230

The average total import is never large, there being two exceptions only since the year 1912. In 1914 the total value imported was $16,000, of which the United States shipped $12,200. In 1916 the total value imported was $38,300, of which the United Kingdom shipped $34,050. In all other years since 1912 the average annual import is only $5,000.

Metal Composition.

Country of Origin.	Quantity 1916. Cwts.	Quantity 1919. Cwts.	Decrease or Increase. Cwts.	Value 1916. $	Value 1919. $	Decrease or Increase. $
Total for the Union	3,934	3,727	— 207	125,425	118,150	— 7,275
Canada	.....	.....	.....	.....	.....	—
United States	638	888	+ 250	21,360	33,975	— 12,615
United Kingdom	3,296	2,805	— 491	104,065	82,825	— 21,240
Australia	.....	23	+ 23	.....	1,220	+ 1,220
Germany	.....	11	+ 11	.....	100	+ 100

While Canada does not appear in the two years under review, there was an export of 5 cwt. in 1917 and 14 cwt. in 1918. Japan shipped 435 cwt. in 1918, to a value of $8,130.

Packing Engine.

Country of Origin.	Value 1913.	Value 1919.	Decrease or Increase.
Total for the Union	$172,000	$295,000	+ $123,000
Canada	90	1,700	+ 1,610
United States	63,000	84,000	+ 21,000
United Kingdom	82,000	195,925	+ 113,925
Germany	23,200	65	— 23,135
Austria-Hungary	1,800	.....	— 1,800
Belgium	1,200	.....	— 1,200
France	.....	1,640	+ 1,640

CONDITION OF THE SOUTH AFRICAN MARKET.

The *Monthly Review* of the Standard Bank of South Africa, Limited, issued at Cape Town on May 31, states that business generally in the Union has lately lost much of the buoyancy existing earlier in the year.

Notwithstanding limited stocks in a number of necessary commodities, buyers are disposed to purchase only with extreme caution. In the country districts there has been a falling off in the volume of retail trade, largely due to the stagnation in the produce markets.

The demand for agricultural implements is well maintained. Supplies, however, are very slow in coming forward, and with the ploughing season close at hand there is a probability of some shortage.

Owing to the present mining outlook, the mining material market is depressed, and is, moreover, likely to be flooded should certain low-grade mines be compelled to close down and decide to dispose of their machinery. There is a good demand for second-hand boilers and engines for factory purposes.

A fair inquiry for wire ropes is reported, and business is being done with the mines in steel plates and pipes. There are fair supplies of galvanized corrugated iron, which continues in good demand. Shipments of hardware from Great Britain are more ample, a number of orders placed some time since having come forward.

Stocks of timber are low and prices have hardened. Good shipments are arriving or are due in the near future, but in view of the large number of orders on hand it is unlikely that arrivals will be completely absorbed within a very short period. Builders' materials are difficult to obtain and spasmodic in arrival. There has been a shortage of cement, though lately this commodity has been coming forward more satisfactorily.

Further shipments of American motor cars have arrived, and the position in regard to that description of car is now considerably easier, although the demand remains strong. Lately there has been some improvement in the deliveries of the British-made article.

The general shortage of paper continues to be keenly felt. Stocks of crockery, glass, and enamelware are still low, only small shipments having come to hand. Prices for soft goods continue firm, though there is a certain reluctance to indent freely for new supplies owing to prevailing high prices. Local stocks appear equal to the demand, except in a few lines. Importers are still experiencing difficulty in securing shipment of cotton blankets required for native trade, and local stocks are rapidly being depleted. Woollen blankets are selling very freely owing to the winter requirements of the native. Good stocks of ready-made clothing are held.

Much larger shipments of boots and shoes have arrived from England, and orders formerly placed with the United States are reverting to the British manufacturer.

IMMIGRATION TO CUBA.

Trade Commissioner Hugh A. Chisholm.

Havana, July 13, 1920.—The Cuban immigration statistics for 1919, which have just become available, show an increase over 1918 of more than 100 per cent. The most noticeable feature of these figures is the very large increase in Jamaican immigration, which reached 24,187 in 1919, as compared with 9,184 in 1918. At the same time immigration from Spain increased from 14,292 in 1918 to 39,573 in 1919.

A comparatively small portion of this total, however, means a permanent addition to the population of Cuba. Probably 75 per cent of the immigrants entering Cuba annually return to their country of origin within the course of a year. The high wages offered on the sugar plantations have attracted an increasing number of labourers from Spain, Jamaica, and Haiti, who remain in Cuba for the zafra or sugar crop, returning to their homes every year at the end of the grinding season to spend their savings. It must be remembered that while wages are high in Cuba as compared with wages in Spain, Jamaica, and Haiti, yet the cost of living is correspondingly high. During the cane cutting and grinding season, which lasts from November to May, the cane-cutter can earn from $5 to $8 a day, out of which he pays $1 to $1.50 for his lodging and board supplied at less than cost by his employer. The remainder he saves up against his return in the spring to his native country, where he is enabled to spend the entire summer in affluence and idleness and to bask in the looks of admiration and envy bestowed upon him by his less fortunate compatriots who had not been able to amass enough ready cash to finance a voyage to the Cuban sugar El Dorado. For in Spain and in many subtropical lands outside of Cuba labour gets only its $1 or $1.50 per day, even in these days of ever-rising costs.

A story is now going the rounds of a newly arrived official of a branch of a prominent Canadian bank in the eastern end of the island a few weeks ago, as the "grinding" season was coming to a close. This official, fresh from Hanava, stepped off his train in the morning and, going direct to his branch, found to his consternation a clamouring crowd of Jamaicans that filled the bank and overflowed to the street. Black visions arose of a "run" on the bank, and his fears were not allayed when he entered to find that every teller was paying out money as fast as he could handle it. Excitedly he demanded if there was any way to stop this run on the bank's funds. He was quietly informed that the bank was doing excellent business that morning, that of course they had to work at top speed as a boat was leaving Santiago for Jamaica that afternoon and five hundred Jamaicans who had finished their cane cutting were buying drafts on Jamaica, and they all wanted to get on that boat.

The immigration statistics of 1918 show that out of a total of 32,371 male immigrants, 28,672 were classed as day labourers and farm labourers, 3,435 of the remainder being classed as artisans. The 37,321 immigrants of 1918 of both sexes, according to statistics, brought with them a total of only $889,772, or less than $25 each. On the other hand, practically every immigrant had his job arranged for and waiting for him.

One great weakness of Cuba's immigration is the apparent total absence of that influx of farmers or land-owners which has always been such a valuable asset in Canada's immigration. True, there are many individual instances of foreigners buying farming land in Cuba and working it with considerable success, but by far the greatest portion of the land is owned by the native Cuban colono, who usually operates plantations varying in size anywhere from 1,000 to 10,000 acres, and who pays no attention to anything but sugar cane or tobacco. Mixed farming is rarer in Cuba to-day than it was in the "wheat mining" days of Saskatchewan fifteen or twenty years ago.

Ever-increasing immigration then seems to hold out no hope for Cuba that she will be able to produce her own foodstuffs, and Canadian exporters will be able to continue on the assumption that Cuba "imports everything she consumes."

The following immigration figures are taken from the Cuban Government returns for the years indicated:—

NUMBER OF IMMIGRANTS TO CUBA.

	1914.	1918.	1919.
North Americans	974	771	1,227
South Americans	205	313	709
Canadians	28	14	22
Central Americans	49	249	460
Chinese	1	237	1,236
Spaniards	18,199	14,292	39,573
French	155	118	188
Haitian	1,169	10,640	10,044
English	390	256	745
Italian	185	51	100
Jamaican	995	9,184	24,187
Mexican	779	244	263
Porto Rican	474	395	1,005
From all other countries	817	556	728
Total	24,420	37,320	80,485

SOUTH AMERICAN IMPORTING HOUSES.

Trade Commissioner G. B. Johnson, Rio de Janeiro, writes as follows under date June 30:—

A recent attempt of some Canadian manufacturers of machinery and kindred lines for railway purposes in Brazil to sell their products directly to railways in this country—an impossible project as anyone familiar with conditions knows, unless there is a connecting link in the form of an importing house, or a branch house of the manufacturers, or group of manufacturers concerned—is brought to mind by the following article from the *Financial Times* of London. What this writer states bears out what has been advised from this office from time to time.

"A large machinery manufacturer of the Midlands, who—after much coaxing and hesitation—recently took his courage in both hands and despatched a representative to South America for a few months and then sat down to await results, has expressed his keen disappointment at the lack of orders. Apparently he expected to be overwhelmed with commissions as a consequence of his enterprise; he is somewhat astonished, if not aggrieved, at the 'poor return'. Had this manufacturer made but a few practical inquiries before launching out upon this enterprise he might have ascertained many useful and necessary things, the principal one being that no possible advantage is to be obtained in Latin-American countries by sending out a representative to travel in machinery or other engineering specialties—even if he be a linguist and armed with introductions—unless he is supported by some importing house.

"The South American importing house is as necessary to success as are the steamships carrying the ordered goods. These establishments, to a large extent, finance the purchasers of all imported goods, and have as much hold over the latter as have the large breweries over tied houses in the United Kingdom. They can, and often do, prevent direct transactions between manufacturer and dealer, except, perhaps, upon a very unsatisfactory basis. Manufacturers who have not already established connections of this character in South America, who are averse from entering into an agreement with an established importing house, or who will not go to the expense of founding a branch house of their own, may just as well abandon the idea of conducting a South American business. Again, unless a manufacturer is in a large way of business, it would not pay him to establish a branch house, if it were intended to devote its utilities wholly and solely to his own manufactures. If an undertaking of this nature were projected it would be necessary for several manufacturers of non-competing specialities to combine, and then establish a branch house in, say, ten or twelve different towns in the same Republic—in the case of machinery, of course, either in industrial or agricultural centres.

"Even then a certain amount of opposition from houses already established must be expected. It should be borne in mind that, apart altogether from the considerable amount of capital necessary to lease or buy suitable business premises, and to pay the salaries of the staff of assistants and a competent local manager, there would be called for a certain outlay in the form of stocks, while arrangements would have to be made to grant credits to the farmers and others purchasing their machinery at the store, as well as in the case of agriculturists, the purchase of the surplus stocks of their produce. The business of selling machinery could not otherwise be handled on a strictly business basis if good and permanent results were looked for. All these factors have to be taken into consideration; in all probability, however, not one—to say nothing of all—of the questions was contemplated by the disappointed manufacturer referred to—hence these tears."

Unfortunately, Canadian manufacturers as a rule are not prepared to go even so far as the disappointed English manufacturer above, who at least sent a representative.

MEXICAN GOVERNMENT COMMERCIAL REPRESENTATIVE IN CANADA.

Mr. Luis Murua Martinez has been appointed Mexican Government Commercial Representative in Canada, to have his headquarters in the Imperial Life Building, 20 Victoria street, Toronto. He writes as follows regarding his mission to Canada:—

"I have taken over this charge with a view to developing the trade and improving commercial facilities between the two countries. With this idea in mind I am able to furnish data, statistics, and general information regarding conditions of trade, industry, and labour in Mexico.

"I will be pleased to furnish the above-mentioned information to manufacturers, exporters, and to all business men of this country who are interested therein.

"At present Mexico is exporting a great deal of oil, sugar, cotton, tobacco, coffee, cocoa, fibre of 'henequen,' fibre of 'Ixtile,' tropical fruits of every description, tomatoes, oranges and bananas during the cold season, chick peas, precious woods, dye woods, chicle, raw rubber, 'guayule' (wild rubber), 'zacaton' root, sarsaparilla, vanilla, vegetal wax, and a good many metals such as silver, gold, copper, and many other products of our rich soil. Mexico is at present importing from different countries machinery in general, hardware, drugs, explosives, drygoods, shoes of every description, rubber articles, aluminium articles and many others that are manufactured in Canada, scarcely known in our market."

TRADE AND FISCAL NOTES FROM ARGENTINA.

Trade Commissioner B. S. Webb.

The Buenos Aires Port Extension Works.

Buenos Aires, June 18, 1920.—By decree of the national Government dated May 28, the "ad referendum" contract entered into between the Director-General of Hydraulic Works and an English firm, for the continuation by the latter of the new Buenos Aires port works, is approved. The new contract has to come into force within thirty days of the date of the issue of the decree referred to. It is expected that operations on the new port works, which have been suspended for a period of nearly two years, will recommence within less than six months. Materials required for these works which can be supplied from Canada include Douglas fir for pile-driving, cement, and possibly concrete-mixing machinery. Most of the purchasing for the contracting company is done through the London office, to which interested Canadian firms should address their offers. The address has been forwarded to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, and will be furnished on application referring to file T.C. 115.

Contracts for Material for the State Railways.

It is announced that on June 16 the Executive Power issued a decree approving the "ad referendum" contract entered into between the administration of the State Railways and the Middletown Car Company for the lease, by the latter to the former, of 250 covered wagons at $2.20 gold each per day and 250 high-side open wagons at $2 gold each per day. The contract was approved in view of the favourable reports of the Accountant-General's Department and the Solicitor to the Treasury. Another decree, signed on the same day, approves the contract made by the administration of the State Railways for the purchase from the Consolidated Steel Corporation of 5,000 wheels at the price of $52 United States gold each, delivered at the Port of Santa Fé.

Wheat Export Tax—Shipments Resumed.

Wheat shipments, which were provisionally suspended on June 2, pending sanction by the Senate of the Government Project Law, establishing an export duty on wheat of 40 pesos per ton, have now been resumed, the law having been passed by the Senate with a slight modification, the export tax on wheat flour being raised to 50 pesos m/n (paper pesos) per ton. There are known to be about sixty vessels under charter for the conveyance of wheat; ten of the vessels, which had already commenced loading when the prohibitory decree was published, have been allowed to complete loading operations without payment of the new tax. Exports of wheat for the current week amount to 110,000 tons, as compared with the average weekly shipments during the first six months of this year of 150,000 tons. Conferences are being held between the Minister of Finance, grain exporters, flour millers, and the master bakers for the purpose of studying the application of the new law and the adoption of the most suitable measures for reducing the price of bread by means of the new law without undue prejudice to the legitimate interests of the grain exporters. It is now estimated that the total exportable surplus of wheat in the country, after deducting requirements for home consumption, does not exceed 1,200,000 tons, whilst the purchases for account of foreign governments are believed to amount to 1,800,000 tons. Had the Government not taken the measures it did, there can be no doubt that the stocks of wheat in the country would have been entirely exhausted within a few months' time; a wheat shortage has been prevented, which would have caused a very serious rise in the price of wheat flour and bread.

HOUSES WANTED IN TANGIER, MOROCCO.

Mr. Hercule Barré, Canadian Government Trade Commissioner in Paris, France, writes that an important group of French interests in Tangier, Morocco, urgently require houses. They state that since the armistice the population of Tangier has more than quadrupled and there is immediate need of material for construction of every description. Their representative who is now in Paris has asked the Canadian Trade Commissioner to ascertain whether Canadian manufacturers would undertake the construction of wooden houses. He states that payment would be made cash on delivery for any number of houses which could be sent from Canada if prices are satisfactory. They would be glad to have Canadian manufacturers submit plans. The houses needed in Tangier are of three different types:—

1. Private house for residence which is the ordinary bungalow with a double roof on account of the heat.
2. A cheaper kind of house for labouring men.
3. Stores with adjacent rooms.

The address of the representative of French interests in Tangier who asked for information regarding houses that could be supplied by Canada will be furnished on application to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa. Refer to file 24880.

CANADA AND THE BRITISH WEST INDIES.

By Watson Griffin.

I.

The Future Population.

In the early days of settlement in Western Canada when the population was very small and widely scattered and the rates of transportation high many Canadian manufacturers and merchants thought it worth while to devote a great deal of attention to the western market and they afterward reaped a great reward.

Even in 1901, sixteen years after the western provinces had been connected with the eastern provinces by the Canadian Pacific railway, the population of Manitoba, Saskatchewan and Alberta was only 419,492. No one doubted then that the trade of the prairie provinces was worth while. At the census of 1911 the three provinces had a population of 1,322,709. At the census of 1916 the population was 1,698,220.

According to the census of 1911 in the British West Indies the population of the colonies which joined in the Canada-West Indies Preferential Trade Agreement was as follows:—

British Guiana	296,041
Trinidad	333,552
Barbados	171,983
Grenada	66,750
St. Vincent	41,877
St. Lucia	48,637
Dominica	33,863
Montserrat	12,196
Antigua, Barbuda and Redonda	32,269
St. Kitts-Nevis and Anguilla	43,303
Virgin Islands	5,557
	1,086,028

The population in 1911 of the colonies that did not join in the Canadian Preferential Trade Agreement of 1913, but have joined in the new agreement was:—

Jamaica	831,383
Turks and Caicos islands	5,608
Cayman islands	5,564
Bahamas	55,944
British Honduras in 1905	40,372
	938,871

Thus the total population of the colonies now known as the British West Indies was over two millions in 1911 when the population of the Canadian provinces of Manitoba, Saskatchewan and Alberta was 1,322,709. No census of the British West India colonies has been taken since 1911.

The only one of the British West India colonies that can be said to have reached its limit of development is Barbados which with an area of 166½ square miles had a population of over 1,032 per square mile in 1911. Even in Barbados the wealth-producing capacity may be increased to some extent and the island has actually sustained a larger population than it has to-day for the last previous census showed a population of 182,306. It is a saying throughout the West Indies that the Panama Canal was built by Barbadians, and the emigration to the canal zone considerably reduced the population. More recently there has been a large emigration to Cuba from Jamaica, but such emigration is to a great extent only temporary. The negro labourers take advantage of the higher wages paid in Cuba during the cane-cutting season and afterwards return to their homes in Jamaica to spend the money they have saved.



A Trinidad East Indian Merchant and His Staff of East Indian Clerks.

If all the British West Indies had as large a population per square mile as Barbados the population of the colonies which joined in the Canada-West Indies Preferential Agreement of 1913 would be 96,641,368, the areas being as follows:—

	Area. Square miles.
British Guiana	90,277.00
Trinidad and Tobago	1,974.50
Barbados	166.50
Grenada	133.00
St. Vincent	150.30
St. Lucia	233.29
Dominica	304.66
Montserrat	32.50
Antigua, Barbuda and Redonda	170.83
St. Kitts-Nevis and Anguilla	152.00
Virgin Islands	50.00
	93,644.58

With the same density of population per square mile as Barbados the colonies that did not join in the Canada-West Indies Preferential Agreement of 1913, but which have joined in the new agreement, would have over 17,136,000, the areas being as follows:—

	Area. Square miles.
Jamaica	4,450.25
Turks and Caicos	169.00
Cayman Islands	.....
Bahamas	4,424.00
British Honduras	7,562.00
	16,605.25

The exact area of the Cayman Islands could not be ascertained so it is not included, but the islands being small are not important.

Thus without including the Cayman Islands the British West India colonies have a total area of over 110,249 square miles and if they were as densely populated as Barbados is to-day would have a population of 113,777,978.

It is certain that the British West Indies as a whole will never be as densely populated as Barbados, but if their resources were fully developed they could sustain many millions and I shall show in describing these colonies separately that if we except Bahamas, Turks, Caicos, Cayman and Virgin islands, a considerable part of which is barren, a large proportion of the areas included in the British West Indies is capable of being made highly productive.

British Guiana is larger than the province of Agra in British India which with an area of 83,109 square miles had 34,624,000 inhabitants in 1911. The province of Oudh with an area of only 24,158 square miles had a population of 12,558,004 in 1911, while the province of Punjab with an area of 99,779 square miles had a population of 19,974,956.

If we go to the Dutch East Indies we find that Java and Madura with a total area of 50,544 square miles, little more than half the area of British Guiana, had a population of 30,098,008.

If British Guiana were as densely populated as the province of Agra in British India its population would be 37,645,509; with the same number per square miles as Oudh it would be 46,944,040; with the same number to the square mile as Java, 53,714,800.

In the present undeveloped state of British Guiana it is impossible to predict what its population may be when fully developed, but enough is known to say with certainty that it is capable of supporting millions of people.

It may be said, "If British Guiana is capable of supporting as many people as Java or even one-tenth the population of Java, why is it that after so many years this old colony has only about 300,000 people settled along a narrow fringe of the coastlands?"



A Wealthy Trinidad East Indian and His Family.

Only a few years ago many people were equally pessimistic about Canada. Why was it, they asked, if Canada's vast territory was capable of supporting a large population so little of it had been developed, while the United States alongside was growing apace. How many pages of British magazines did that great master of style, Goldwin Smith, fill with articles intended to prove that Canada could never have more than a fringe of settlement along the northern boundary of the United States? No one thinks of Canada in that way now. Yet even now this Dominion is only at the beginning of its development.

Trinidad's capabilities are better known than those of British Guiana. This beautiful and fertile island could certainly support as many people to the square mile as Java and perhaps as many as Barbados.

All the products that are grown in the tropical countries of the East Indies can be grown to perfection in the West Indies. The soil of the West Indies is generally remarkably fertile and the climate is superior to that of the east. I met in the British West Indies a number of men who had lived in India and Ceylon. They all agreed that the climate of the British West Indies, being tempered by constant trade winds, was far better than that of the East Indies.

In comparing the British West Indies with countries of the east it is not intended to give the impression that they are likely in the near future to have a great population but it is evident that they are capable of supporting a large population and there has been for a number of years a steady stream of emigration from India to Trinidad and British Guiana.

II.

East Indians in the West Indies.

When Columbus first landed on a British West India island he thought he had reached India. It is a remarkable coincidence that for some years past the increase of population in British Guiana and Trinidad has been almost entirely due to immigration from India and many leading business men predict that the great majority of the population will eventually be of East Indian origin not only in those two colonies but also in most of the Windward and Leeward islands.

At the census of 1911 with a total population of 296,041 British Guiana had 126,517 of East Indian origin. Of these, 66,668 were born in the colony of East Indian parentage and 59,849 were born in India. Trinidad with a total population of 333,552 had 108,606 of East Indian origin, of whom 58,021 were born in the colony of East Indian parentage and 50,555 were born in India. Whether born in the colony or in India they are called East Indians.

The native born population of East Indian parentage would be much larger if there were more East Indian women in these colonies, but as men are more useful as labourers on the estates than women it has been the policy to bring out more men than women. In 1911 there were only 73 women for every 100 men in the East Indian population of British Guiana, but this is an improvement over former conditions. At the previous census there were only 630 women for 1,000 men and in earlier years the proportion of women was much smaller. In Trinidad at one time there were about three times as many men as women among the East Indians, but conditions have gradually improved. In 1901 there were 878 women for 1,000 men and in 1911 the proportion was 913 women for 1,000 men. Thus Trinidad is in advance of British Guiana in this respect.

Among the people of African descent and those of mixed white and African descent the women are much more numerous than the men and an effort has been made to correct the balance by bringing about unions between East Indian men and negro women, but race prejudice has proved too strong and with very few exceptions they do not mix. The children born from the few unions that have occurred are not







East Indian Women in Trinidad.

included in the official figures of the East Indian population. In the island of St. Lucia where there was no East Indian immigration between 1901 and 1911 the surplus of births over deaths was so great that the pure East Indian population actually increased from 1,214 to 1,864, nearly 53 per cent. In St. Lucia there have been a considerable number of marriages between East Indian men and coloured and black women. In 1911 there were 210 children resulting from these unions.

For many years nearly all the East Indian immigrants were indentured labourers brought out by the Governments of the West Indian colonies under contract to work on the sugar and cacao estates for five years at a minimum wage of a shilling per day. The colonial Government paid the passage of the immigrants from the east to the west and guaranteed that each estate employing them would provide free barrack accommodation, a commodious hospital and good medical treatment when they were ill. They were required to remain in the colony for five years after the period of indenture expired, being free to work for whom they pleased or to take up land, and after ten years' residence in the colony they were entitled to have their passage to India paid by the colonial Government if they desired to return.

Evidently such inducements could only attract the poorest class of people in India. Considering this fact the general success of the East Indians in Trinidad and British Guiana is most remarkable.

A HANDSOME RACE.

Everyone who has seen large numbers of these people must be impressed with the regularity and refinement of their features. If a crowd of a thousand white people of the lower classes in any country of the world were compared with an equal number of East Indians in Trinidad or British Guiana I venture to say that the East Indian crowd would have at least as large a proportion of men and women with fine features. There are many shades of colour, some of them being as dark as negroes, others comparatively fair, but the skin is always of fine texture. They are of slight, delicate build, with small hands and feet. The women are very lithe and graceful and have modest manners. They show good taste in dress even when wearing the simple garb of their native country which is very picturesque.

WONDERFUL THRIFT.

Out of their meagre earnings these people save money. They send money to relatives in India and those who return to their native land carry surprisingly large amounts with them in money and jewellery. For instance, the last year before the war 759 East Indians, including men, women and children, returned to India from British Guiana. They carried with them $39,860.69 in money and jewellery valued at $6,644.28.

The East Indians who remain in the colony have a considerable amount of money in the Government savings bank besides their investments in land, cattle, sheep and goats. The last year before the war there were 8,214 East Indian depositors in the post office savings bank of British Guiana with deposits amounting to $590,644. The East Indians owned land in British Guiana assessed at $972,758, while they had 13,384 cattle and 3,022 sheep and goats, besides a large number of donkeys.

When it is remembered that these people came to the colony with absolutely nothing, that they earned only from 24 cents to 40 cents per day, probably averaging little more than a shilling a day, and that in many cases they had sent money to relatives in India, the showing is wonderful.

In Trinidad the number of East Indian deposits in the Government savings bank the same year was even greater than in British Guiana. There were 10,871 depositors and the amount to their credit was $637,800. The amount remitted to India through the post office in the last ten years was $161,494.76.



East Indian Children Attending Mission Schools in Trinidad.

PROSPERING AS LAND OWNERS.

But the most gratifying evidence of the material progress of the East Indians in Trinidad is the fact that the number who own land is steadily increasing. A considerable proportion of the East Indians save enough during the period of indenture to buy land. The East Indian usually buys a plot of five acres of forest land from the Government, paying twelve dollars per acre. While they are clearing the land of forest and preparing it for cultivation they work on sugar and cacao estates for about four days of the week, devoting the remainder of their time to the improvement of their little properties. They commonly plant cacao or cocoanut trees. It usually takes about five or six years for these trees to come into bearing. In the meantime the land between the trees is utilized in growing a variety of vegetables which in the parlance of these islands are called ground provisions. When the trees are in full bearing the settler is independent. I asked one man who had only an acre and a half of land in cacao and coconuts how much he got from it. He said his crop varied a little from year to year but on the average he sold his cacao and coconuts for about $170 per year and had besides enough ground provisions for his family. If this much can be realized from an acre and a half the ordinary settler's farm of five acres will yield its owner a very comfortable living. An East Indian who can save money while working on an estate as a shilling per day will be "passing rich" when his little estate yields him "forty pounds a year."

The policy of encouraging the settlement of East Indians on small estates of their own is comparatively new and while they have planted many thousands of cacao, coconut and fruit trees only a small proportion of the trees have as yet reached the productive stage.

INCREASING THEIR COMFORTS.

However, both among the immigrants and the native born East Indians there are a considerable number who have cacao estates with trees in full bearing. Many of them are increasing their acreage. As they grow more prosperous they continue to save money, but nevertheless their expenditures increase. The indentured immigrants on the estates live in barracks which to a Canadian visitor seem sadly lacking in the comforts of life. They have no furniture. They sit on the bare floor. The life seems little better than that of the lower animals, but in one respect it is altogether different. The houses are scrupulously clean and the people take great pains in keeping their bodies clean. Little children are bathed daily by their mothers. The first houses built on the little properties purchased by them are as lacking in the comforts of life as the barracks, but as their condition improves they begin to furnish their homes and to dress more expensively although seldom extravagantly. I have seen some exceedingly comfortable and even beautiful East Indian homes in Trinidad.

It requires capital to develop even such small properties as those owned by the majority of the East Indians. To build houses, clear forests, plant cacao, coconut or fruit trees takes money as well as time. In order to hasten the development of their properties many of the East Indians borrow money. They usually pay extraordinarily high rates of interest, but nevertheless they seldom lose their properties through failure to pay the interest and principal when due. When they have improved their properties and paid off the mortgages they are more ready to spend money on the comforts of life. In a few years their purchasing power will be very much greater than it is to-day.

The great ambition of almost every East Indian is to own a litle land and have a home of his own.

I talked with a number of managers of estates employing East Indians in both Trinidad and British Guiana. They all agreed that these immigrants from the East were the best agricultural labourers obtainable.



East Indian Boys' Brigade, Canadian Mission Schools, Trinidad.

OFTEN FAIL AS MERCHANTS.

Some of the East Indians have invested their savings in mercantile enterprises, but the East Indian is not so successful as a merchant as he is in agricultural labour or in farming land of his own. There have been a number of failures among East Indian merchants and in many cases the small stores which were started by East Indians in the little villages of Trinidad and British Guiana are now in the hands of Chinamen or Portuguese. There are exceptions, however, and a few of the East Indian merchants have been very successful.

THE CANADIAN MISSION.

It is an interesting fact that nearly all the East Indian children in Trinidad are being educated under Canadian auspices. A number of years ago the Canadian Presbyterian church established a mission among the East Indians in Trinidad. At that time there was no provision for the education of the children of the East Indian immigrants. The Canadian Mission started schools for them and there are now Canadian Mission schools and churches in every East Indian settlement.

It would be out of place in a commercial report to discuss the religious aspect of this Canadian missionary work, but from a commercial point of view it is interesting to know that the Canadian men and women who have devoted their lives to this work have paved the way for increased Canadian trade by to a great extent revolutionizing the habits, home life and dress of many of these people. It must not be supposed that the missionaries try to alter the dress of the East Indians, but it is noteworthy that a considerable proportion of the Christianized East Indians have adopted the Western style of dress.

When the children attending the Canadian Mission schools in Trinidad grow up the education they are receiving cannot fail to have an important influence upon the life of the colony.

The Canadian Mission has also extended its work to British Guiana, but it has not yet grown as strong there as in Trinidad and its influence is not so widely felt.

INDIA'S ANNUAL INCREASE.

In considering the progress made in the British West Indies by East Indians of the poorest classes one cannot help wondering what would be the result if East Indians of a better class—men of sufficient means to develop from ten to twenty acres of land—could be induced to emigrate to these colonies. In British Guiana they could probably get free grants from the Government on condition that they put the land under cultivation within a reasonable time.

The British provinces of India increased in population 12,661,000 during the ten years between 1901 and 1911. They did not need that increase. If an emigration equal to even a small proportion of this annual increase of over 1,266,000 could be directed to the British West Indies under proper regulations for placing the people on the land how quickly the resources of these colonies would be developed and how wonderfully their trade would expand.

There are many reasons why the settlement of East Indians in Canada cannot be encouraged, but whereas the climate and other conditions in Canada are unsuitable for the East Indians, the climate and general conditions in the British West Indies are admirably suited to them.

SETTLERS FROM AFGHANISTAN.

Among the East Indians in British Guiana are a few Afghans. These Afghan immigrants are usually remarkably handsome, and they may be classed as white men for their complexions are quite fair. In conversation with one of them I remarked that the Afghans I had seen were much fairer than the East Indians. He replied: "The people of Afghanistan are a white race. We are in fact Israelites, being descendants of one of the sons of Jacob. This has been the universal tradition and belief of Afghans from generation to generation."

SOUTH AFRICAN RAILWAYS BUDGET.

Trade Commissioner W. J. Egan.

Cape Town, June 7, 1920.—The railway budget which is always presented apart from the main budget, was submitted to the Union House of Assembly at the end of May by Sir Thomas Watt, the new Minister of Railways and Harbours.

The total expenditures on railways, harbours and steamships for the year that has closed was £23,200,000, and the total revenue £21,633,000, leaving a deficit of £1,567,000. This includes an accumulated deficit brought forward of £950,000. If this £950,000 s deducted from the total deficit of £1,567,000, it will be seen that there was a loss in the working of the railways last year of £617,000.

ESTIMATED EXPENDITURE.

The following are the estimated expenditure figures for the current year (1920-21):—

Railways	£23,130,700
Harbours	1,544,900
Steamships	213,300
Total expenditure	£24,888,900

This is £4,298,000 more than the vote for last year, caused principally by additional salaries and allowances, as well as additional staff owing to the eight-hour day, while the anticipated increase in traffic is also a main cause of the extra expenditure.

ESTIMATED REVENUE.

The minister expects to get the following revenue this year:—

From Railways	£23,489,300
" Harbours	1,553,100
" Steamships	259,400
Total revenue	£25,301,800

As compared with the previous year, the estimated revenue is more by £4,984,000. It includes no less than £3,072,000 as the increased amount expected to be earned in consequence of the raising of the rates and fares in November, 1919, and April, 1920.

The above estimate gives a weekly revenue of £430,030. If this amount is earned it will, according to the minister, constitute a record.

A SURPLUS—AND THE REASON WHY.

The estimated revenue exceeds the estimated expenditure by £412,900. This surplus, however, is so much lost money so far as this year is concerned. It is to be devoted towards the wiping off of the accumulated deficit. The minister in fact stated that that was the reason why he had budgeted for a surplus. The total deficit is £1,567,000, so that the position at March 31 next will be that it will be reduced to £1,154,200—that is to say, if the minister's anticipation of a surplus is realized. Sir Thomas added that it was proposed to wipe out the whole of the deficit in three years.

ROLLING STOCK AND WORKSHOP DISABILITIES.

The handicap under which the administration is suffering is shown by the statement that 500 engines, 350 passenger coaches and 1,300 trucks are at present out of commission and waiting repairs. The result is that traffic has to be refused and revenue lost. The regrettable part of this business is that the railway workshops are at present inadequate to cope with the mass of repairs.

Another bad effect of the shortage of rolling stock is that the administration is unable to exploit to the full the coal trade, in which at present a fine world market is offering.

NO NEW RAILWAYS THIS YEAR.

Most of this year's efforts will be to better the facilities on existing railways. The minister suggested that they hoped to have a comprehensive programme of new construction prepared for the session of Parliament next year.

ELECTRIFICATION.

Two experiments in the electrification of the railways are to be made, namely, the line between Cape Town and Simonstown, on which there is a heavy passenger traffic, and the section of the Natal line between Durban and Maritzburg (including the line to the Bluff), on which there is a heavy goods traffic.

MODIFICATION OF FRENCH IMPORT PROHIBITIONS.

The following cablegram from Trade Commissioner Hercule Barré, Paris, dated July 27, has been received:—

"An official decree was published on 25th July, lifting the prohibition contained in decree of 23rd April. There are few exceptions but not concerning Canadian exports. Coefficient increases on soap, lace, furs."

[For a list of the prohibited articles in the decree of April 23, see *Weekly Bulletin* 851, page 1147.]

PROPOSED TARIFF CHANGES IN NEWFOUNDLAND.

(*British Board of Trade Journal.*)

The Imperial Trade Correspondent at St. John's, Newfoundland, has forwarded particulars of the following proposed changes in the import duties of the colony, viz.:—

Rough leather to be changed from 3 cents per pound to 20 per cent *ad valorem.*

The following articles to be placed on the free list:—

Agricultural implements and machinery, not elsewhere specified; and hay binders, bone crushers, hay and feed cutters, air motors, churns, cream separators, and incubators; wire fencing and fasteners for the same; gates for wire fences when the gates are made chiefly of wire.

Animals imported by agricultural societies, or by private persons, under the approval of the Governor in Council, for improvement of stock, and poultry when imported for breeding purposes.

Bark, extract of bark, cutch, bi-chromate of potash, logwood, and other preparations for tanning purposes.

Books, printed and not to be written or drawn upon, and supplements for periodicals specially imported for the bonafide use of incorporated institutes; official reports, newspapers and monthly and semi-monthly magazines; weekly library papers unbound, and Christmas annuals; blackboards, specimens, medals and wall diagrams, illustrative of natural history and imported for colleges, schools, and public libraries; kindergarten requisites, and catalogues and price lists of persons, firms and companies domiciled elsewhere, and not personally doing business in the Colony.

Manures and fertilizers of all kinds, and sulphuric acid, when imported to be used in the manufacture of manures.

Plants, trees and shrubs; also seeds for agricultural purposes, not elsewhere specified, and florists' seeds.

Printing paper, printing presses, printing types, printers' ink and printers' office furniture, when imported by bonafide printers for use in their business.

Sand, fire-clay and china clay; sausage skins or casings.

Wheat, whole, not ground or crushed.

The rate of duty on the following articles to be changed from 10 per cent *ad valorem* to 10 cents per 100 pounds, viz.:—

Indian corn.

Oil cake, oil cake meal, cotton seed cake, cotton seed meal, pease meal, bran, and other preparations for cattle and chicken feed.

PROHIBITION OF THE IMPORTATION OF CERTAIN LUXURY ARTICLES IN THE SERB-CROAT-SLOVENE KINGDOM.

(*British Board of Trade Journal.*)

H.M. Commercial Secretary at Belgrade has forwarded a copy of a decree, dated 11th June, effective as from 18th June, which modifies the list of articles prohibited to be imported into the Kingdom by the Decree of 19th March [see *Weekly Bulletin* No. 851, page 1152].

The prohibition on the importation of the following articles is withdrawn:—

> Velvet, fulled, for men's clothing; boot and shoe laces; models (*patrons*) for painters, made of oiled cloth or of moulding carbon; fabrics of horse hair; boots and shoes of cloth of all kinds, without soles, except those of silk or mixed silk (which remain prohibited; tooth brushes and shaving brushes, with handles of animal carving materials; buttons of bone, deer horn and other unspecified animal materials, in the rough; wooden chairs; hairpins wholly or partly of celluloid, not combined with fine or very fine materials; buttons or knobs of corozo-nut, porcelain, glass, zinc or tin; articles of German silver for technical, building or industrial purposes; ornaments for military uniforms and ornaments for religious purposes; ribbons and hosiery tissues of any material for use in the manufacture of men's hats, where the importer is a manufacturer.

The importation of the following articles is prohibited: Patent leather; boots and shoes wholly or partly of patent leather, or wholly or partly of deer skin; patent leather cut out for boots and shoes.

The Minister of Finance, on the proposal of the Direction-General of Customs, and after consulting the Customs Council and the Economical and Financial Committee, is authorized to allow the importation of all articles necessary for industrial enterprises, works, and trades, as well as of surgical materials and dressings, balances and instruments of precision for chemists, on compliance with the regulations to be issued by the Minister of Finance.

INVOICE REQUIREMENTS, CERTIFICATES OF ORIGIN, ETC., OF OTHER COUNTRIES.

Ceylon.

The Colonial Secretary's Office, Colombo, Ceylon, has forwarded the following information obtained from the Principal Collector of Customs of that Colony:—

1. There are no special requirements with respect to Invoices. Ordinary Trade Invoices are accepted.

2. Invoices, etc., are not required to be certified by a Government Official or person other than exporter.

3. Dye-stuffs of foreign origin may only be imported under license from the Secretary of State. Certificates of Origin should be furnished in the case of dye-stuffs manufactured within the Empire. Goods manufactured in the United States

of America and carrying trade descriptions in the English language should, if exported from Canada, bear a counterindication of country of origin, viz., "Made in U.S.A.".

4. There are no special regulations respecting Bills of Lading.

5. Marks on packages must correspond with those given in Bills of Lading.

6. With respect to Postal Parcels description of the contents and value must be marked thereon. Parcels are examined and taxed like other imports.

The above are the only requirements now in force but if the system of preferential duties as proposed is brought into effect certificates of origin will be necessary where the preference is claimed. It is stated that such certificates will be similar to those now required from importers by the United Kingdom Customs for the same purpose.

BRITISH AND FOREIGN TARIFFS FOR DISTRIBUTION.

The Department of Trade and Commerce receives many inquiries about British and foreign tariffs and, in addition to the information which can be furnished, it often happens that it would be an advantage to be able to refer a correspondent to the complete classifications and rates in the official tariff of the country in which he is interested.

The department is supplying several boards of trade and customs houses throughout Canada with copies of the tariffs published by the International Customs Bureau, Brussels, Belgium. These tariffs are kept up to date by the issue of supplements. There is a limited supply of tariffs for further distribution among boards of trade, chambers of commerce, customs houses or similar places in towns or cities where there is a demand for such information.

If any of these institutions not already receiving tariffs, desire to keep such information on file for the use of the public, their applications to be placed on the mailing list for copies of the tariffs in question will receive consideration.

NEW CUSTOMS TARIFF IN BOLIVIA.

The British Minister at La Paz reports by cable that a new customs tariff for Bolivia has just been published, and came into operation on July 1. The increases of duty under the new tariff are, H.M. Minister reports, only slight except in the case of made-up articles of clothing and "luxury goods."

NEW ZEALAND'S TRADE.

Big Electrical Schemes Requiring Machinery and Materials.

(From the British Export Gazette.)

Municipal electrical schemes are particularly to the fore just now in New Zealand. Auckland, Gisborne, Wellington, and New Plymouth, for example, are each considering comprehensive proposals of this nature. Auckland is on the point of raising £500,000 for making additions to its steam electric plant, thus increasing the capacity from 13,000 h.p. to 27,000 h.p.; Gisborne is about to acquire extensive electrical machinery; Wellington has already on order a large amount of electrical machinery which is urgently needed to meet local necessities, while a further scheme for electric cranes and cargo-handling plant for the harbour has been adopted; and New Plymouth has decided to procure a 1,000 kilowatt hydro-electric generating plant.

The above are but a few selected instances among many similar enterprises being undertaken, but in almost every case the big problem confronting the municipalities is the difficulty of obtaining the machinery needed.

UNION OF SOUTH AFRICA TARIFF INTERPRETATIONS.

The following tariff interpretations have been published for general information by the Commissioner of Customs for the Union of South Africa and forwarded by Trade Commissioner W. J. Egan, Cape Town, under date June 9:—

Article.	Rate.	No. in Tariff.	Rebate (under the respective Tariff numbers) upon goods the growth, produce, or manufacture of the U.K. or reciprocating British Colonies.
1. *Aletris Cordial (underproof)	£1. 11s. per Imperial gallon or 25% *ad valorem* whichever is the greater.	44 (*b*)	
2. "Autoreelite"—combined headlight and inspection lamp	Par £100, £3	114 (*b*)	The whole of the duty.
3. Barley Kernels	Per 100 lb., 2s 9d	19 (*b2*)	3d. per 100 lb.
4. Battiste—proofed	Per £100, £20	193	3% *ad valorem*.
5. Benbow's Dog Mixture	Per £100 £25	68	3% *ad valorem*.
6. Black Badminton Dye—for blacking leather (underproof)	£1. 10s. per Imperial proof gallon.	44 (*c*)	
7. " Chef de Ser "—a jelly powder	Per lb., 2½d. or 25% *ad valorem* whichever is the greater.	18	¼d. per lb., or 3% *ad valorem* as the case may be.
8. Cooper's Ear Tick Remedy	Per £100, £3	134	The whole of the duty.
9. Defectometer—for testing magnetos	Per £100, £20	193	3% *ad valorem*.
10. " Dentique " Outfit	Per £100, £25	70	3% *ad valorem*.
11. Douche Tubing—imported as spare parts for douches	Per £100, £20	193	3% *ad valorem*.
12. Du Pont Pontoklene (tar and grease remover)	Per £100, £20	193	3% *ad valorem*.
13. Eggs, in the shell	Per lb., 1 d	21	
14. Eggs, liquid—fresh, frozen, or tinned	Per lb., 1 d	21	
15. Eggs, whites or yolks of, separated but not further treated	Per lb., 1 d	21	
16. Egg yolk, desiccated	Per £100, £20	193	3% *ad valorem*.
17. Egg, white of, desiccated (albumen)	Per £100, £20	193	3% *ad valorem*.
18. Fossil Meal Composition No. 2	Per £100, £3	119	The whole of the duty.
19. Herbal Smoking Mixture—for asthma, etc	Per £100, £25	68	3% *ad valorem*.
20. Jaconet—proofed, single texture (for surgical dressings)	Free	188 (*a*)	
21. Kellogg's Krumbled Bran	Per £100, £20	193	3% *ad valorem*.
22. Kellogg's Krumbles	Per £100, £20	193	3% *ad valorem*.
23. Leather bathing substances: Oropon, A, B, C, and R	Free	167	
24. Leather dressing substances—fat liquor	Free	167	
25. Leather dyes—Fustic and Hematine Crystals	Free	167	
26. Novolineum—wood preservative	Per £100, £20	193	3% *ad valorem*.
27. Paralled Magnets—milling machinery parts	Per £100, £3	114 (*a*)	The whole of the duty.
28. Pig Tongue Examiner	Per £100, £20	193	3% *ad valorem*.
29. " Port-o-phones " and spare batteries for	Per £100, £20	193	3% *ad valorem*.
30. Road Flux (The Scottish Speedwell Co., Ltd.)	Per £100, £3	135 (*a*)	The whole of the duty.
31. " Safety " Copper Wire—for use as sash cords	Per £100, £3	144	The whole of the duty.
32. Satinette Sheeting—proofed	Per £100, £20	193	3% *ad valorem*.
33. †Shoddy (flock or waste)	Free	159	
34. Solignum—wood preservative	Per £100, £20	193	3% *ad valorem*.
35. " Solvoid " (Bergers')—paint and varnish remover	Per £100, £20	193	3% *ad valorem*.
36. " Tetralene " (underproof)	£1. 10s. per Imperial proof gallon.	44 (*c*)	
37. " Thomas " Tyre Jacks (screw tyre remover)	Per £100, £20	193	3% *ad valorem*.
38. " Veribest " Condensed Milk (Armour & Co.)	Per lb., 6d	32 (*b*)	
39. Wire Bag Fasteners	Per £100 £3	142	The whole of the duty.
40. " Wypekleen" used carcass cloths and similar undevilled cotton refuse	Per £100, £20	198	3% *ad valorem*.
41. XL All Liquid Insecticide Nicotine	Per £100, £3	134	The whole of the duty.
42. Zolium Embalming Fluid	Per £100, £20	193	3% *ad valorem*.

*Amends decision appearing on page 20 if the Tariff Book.
†Amends decisiin given in Tariff Interpretion No. 17 of 28th March, 1916.
* Amends decision appearing on page 20 of the Tariff Book.
† Amends decision given in Tariff Interpretation No. 17 of March 28, 1916.

GOODS FOR CHINESE DEPARTMENTAL STORES.

(British Board of Trade Journal.)

The British Commercial Counsellor at Shanghai states that the Chinese departmental stores there and in Hong-kong and Canton secure a considerable portion of the better class trade in household goods, clothing, drapery, etc. British manufacturers therefore might find it to their advantage to furnish them with copies of their catalogues and other trade literature.

TEA INDUSTRY OF JAPAN, 1910-19.

The following statistics regarding the tea trade of Japan have been received from the office of the Canadian Government Trade Commissioner, Yokohama:—

Rather more than half the total production of the tea industry is consumed in Japan. The exports for the past ten years have been as under:—

	To Canada. lb.	To U.S. lb.
1910	3,765,030	35,108,717
1911	3,251,805	37,403,027
1912	3,798,947	32,228,592
1913	3,498,679	26,018,998
1914	4,451,603	29,331,787
1915	5,968,072	33,343,123
1916	6,693,645	34,841,061
1917	7,659,884	34,418,172
1918	5,596,422	36,280,512
1919	3,837,510	24,078,099

There is now a preferential duty in favour of British grown teas in Canada, and this fact, together with the discount against Canadian currency as compared with United States gold dollars, tends to lessen the export of Japan teas to Canada.

GOODS IN DEMAND IN SOUTHERN CHILE.

(*London Times Trade Supplement.*)

Only one-sixth of Southern Chile is cultivated. Between the new towns the forest crowds down to the railway line, wherever the settler has not yet come to burn it back and plant crops. On large areas of deep brown soil the blackened stumps of trees still stand between the rows of hand-sown wheat. But planting and fencing and building are going on with such rapidity that it will be well for the British interested in Latin America to bear this wonderful area in mind, and for business houses to remember what are the needs of a new agricultural and pastoral region such as this, with access both by rail and sea to the markets of less-favoured zones farther north.

All kinds of farm machinery and implements are in great demand, as well as dairy appliances, cement and steel for construction, fencing materials, corrugated iron, bags, binder twine, windmills, marine engines and motor-boats, machinery for the timber industry, equipment for cereal milling and every variety of electric supplies. As the farmer grows prosperous, too, he abandons a primitive mode of life, builds a solid house, and is ready to pay for good furniture, plate, decorations, kitchen equipments, etc., as he is also ready to buy a motor car to supplement the transport work of his country-bred horses. Where the land is flat and well cleared, the farmer of South Chile is an eager buyer of motor tractors, mechanical harvesters, and binders, disc ploughs, and other expensive farm appliances. The region is new, and there are no traditional, antiquated methods to overcome; many of the landowners are of German or other European origin, and have brought ther farms into order with great energy and speed, aware of the value of good system. Until South America becomes able to supply her own needs in manufactured goods, this will be one of the best markets to which attention can be given. At present, although British textiles have held their own with triumphant worth, our manufacturers of implements and machinery have apparently been unable to resume the shipment of supplies to Chile on the scale demanded. The market is crowed with goods from the United States.

COMMERCIAL AND TARIFF NOTES FROM NEW ZEALAND.

Trade Commissioner W. A. Beddoe.

Financial Outlook.

Auckland, June 29, 1920.—The financial outlook in New Zealand is good. While there is plenty of money for ordinary business purposes, at the same time the cessation of Imperial commandeering of New Zealand produce will have some effect on the situation.

Demand for Cement.

In consequence of the shortage of coal occasioned by a go-slow policy and numerous strikes, the cement factories in New Zealand have only been working partial time.

At the moment a number of large buildings, bank buildings and other public buildings, Harbour Board works, municipal works and Government undertakings, are working at half time and some have ceased altogether, in consequence of the shortage of cement.

This shortage is particularly acute at this time, and it has lead the Government to prohibit the building of any structure costing more than £3,000 without a special permit.

This office has cabled to the East Coast and to the West Coast of Canada for 5,000 tons of cement, with the result that none could be secured from the East Coast, but certain quotations are here by cable from the West Coast, amounting to 3,000 tons.

With respect to this a correspondence has been commenced with the New Zealand Government, the Board of Trade set up by the Government to deal with commercial subjects, and certain harbour boards and large contractors, and it is sincerely hoped that business will result.

Shortage of Timber and Lumber.

There is an acute shortage of timber for building purposes. This had lead to representation being made to the Government on behalf of various building unions, first, to limit the building of structures costing over £3,000 so that more timber will be available for house building purposes.

The present situation is that the New Zealand Government desires at once one and a quarter million superficial feet. Christchurch wants four million superficial feet, Auckland three million feet, and Wellington three million feet.

Demand for General Imports.

There is a constant demand for all articles of general use touching all branches of trade. The only difficulty appears to be the difficulty of getting orders executed. The Canadian manufacturer does not yet seem to be alive to the great importance of establishing an export business, yet from time to time there has been a disposition to set apart larger quantities for export than formerly.

Rates of Exchange.

Quite naturally the rate of exchange militates against business to a considerable extent, but the Canadian rate is always ten points or more better than the United States rate. This is often taken advantage of by agents who quote for Canadian goods at the United States rate of exchange. It is very difficult to control this, but it does not conduce to the continuance of pleasant commercial relations between the two countries, as importers naturally resent having to pay for British goods at a foreign rate of exchange.

It would be well to reiterate that the relations between Canada and New Zealand are particularly pleasant. Every assistance and courtesy is extended by Government departments, and importers are keen to deal with Canada, and notwithstanding any disabilities alluded to above, trade between the two countries is constantly on the increase.

Tariff Changes.

It has been officially announced by the New Zealand Government that there will be no tariff changes made at the present session of Parliament, but such changes will be considered before the next session.

A NEW FLAX-CLEANING MACHINE.

(Trade Commissioner Vladimir A. Geringer, Prague, Czechoslovakia, in United States Commerce Reports.)

A new machine for the efficient cleaning of flax has, according to the testimonials submitted, been in successful operation in Czechoslovakia and Germany since February, 1918. It is the invention of Ignatz Etrich, a flax-yarn spinner of Horejsi Stare Mesto u Trutnova (Oberaltstadt bei Trautenau). An application for a patent on this machine is now pending in the United States Patent Office.

OPERATION AND CAPACITY OF THE MACHINE.

The invention combines two processes of cleaning flax (breaking and swingling) into one operation, and thus brings about a great saving of human energy. The breaking of retted flax by means of a hand machine or breaking machine and the swingling of broken flax by means of a hand reel or Belgian reel is all done completely by the invention.

It is claimed that the machine cleans from 1,200 to 1,500 big handfuls of flax stalks, weighing 200 kilos (440 pounds), per hour, producing 40 kilos (88 pounds) of clean swingled flax per hour if the stalks are short. The longer and finer the stalks the greater the production. The quality of the flax and tow is said to be far superior to that produced by the best Belgian hand swingling and the cost is but one-tenth of that of the hand process. It is further claimed that the machine will pay for itself in two years because of the reduced cost of labour that will result from its use.

The machine consists of a contrivance that does the breaking by means of 31 pairs of rollers, to which is attached a two-ring machine which does the swingling.

RESOLUTION FOR REDUCTION OF IMPORT DUTIES ON CERTAIN GOODS INTO SOUTH AFRICA.

(British Board of Trade Journal.)

The Board of Trade have received, through the Colonial Office, copy of a telegram from the Governor General of the Union of South Africa notifying that the Minister of Finance has given notice of a resolution providing for the re-imposition of the customs and excise duties which, under section 3 of the Customs and Excise Duties Act, 1919, ceased to be operative on 30th June, 1920, with the exception that on the following articles previously dutiable under class VI of the tariff at 20 per cent ad valorem, the duty shall be reduced from July 1, 1920, to 15 per cent ad valorem, with a rebate of 3 per cent ad valorem when manufactured in the United Kingdom or reciprocating British colonies, viz: Apparel not silk, cotton and woollen goods in the piece, hosiery, and goods in the piece made of cotton and wool.

SYPHONS FOR MINERAL WATER MANUFACTURERS.

A firm of mineral water manufacturers have for disposal a quantity of syphons which they consider particularly suitable for the Canadian trade. For particulars write the British Trade Commissioner, 248 St. James street, Montreal.

RATES OF WAGES OF OPERATIVES IN THE BOOT AND SHOE TRADE IN THE UNITED KINGDOM.

The following statement giving the rates of wages of operatives in the boot and shoe trade in the United Kingdom, dated June, 1920, has been issued by the Intelligence and Statistics Department of the British Ministry of Labour:—

1. BOOT AND SHOE MANUFACTURE (WHOLESALE).

Working conditions in this section of the industry are regulated by an agreement between the Incorporated Federated Associations of Boot and Shoe Manufacturers of Great Britain and Ireland and the National Union of Boot and Shoe Operatives, which came into operation on 31st March, 1919, as amended by a further agreement of 29th March, 1920.

The agreement of March, 1919, provides for an ordinary working week of 48 hours and states that a person under 18 shall not be eligible for the minimum wages (given below) unless and until he or she has had twelve months' experience in the trade. The minimum weekly time rates of wages fixed were as follows:—

(1) *Male Operatives.*

(*a*) Employed in other than Heel Building Departments and Stock or Shoe Rooms.

Age.	Minimum Wage.
16	18s.
17	21s.
18	27s.
19	33s.
20	40s.
21	50s.
22	53s.
23	56s.

(*b*) Employed in Heel Building Departments or in Stock or Shoe Rooms.

Age.	Minimum Wage.
16	16s.
17	19s.
18	24s.
19	30s.
20	37s.
21	47s.
22	50s.
23	53s.

(2) *Female Operatives.*

Employed in Closing and Heel Building Departments or in the Stock or Shoe Rooms.

Age.	Minimum Wage.
16	15s.
17	18s.
18	22s.
19	26s.
20	30s.

Regarding piece-workers (of whom there is a considerable proportion in the trade) the agreement stipulated that "local boards of arbitration will forthwith prepare new piece-work or quantity statements, or revise the existing statements on a basis to ensure the average worker earning at least 25 per cent over the minimum wage."

The minimum wages do not apply to clerks, engineers, mechanics, electricians, stokers, porters, sweepers-up, lift or hoistmen, caretakers and timekeepers, or to labourers and odd job men not engaged in actual manufacturing, or to knot-tying, inking, solutioning, repairs, and odd jobs, brushing off by hand or machine, loop covering or trimming ends by hand.

On 29th March, 1920, it was agreed to amend the minimum rates set out in the 1919 agreement, and to substitute the scales of payment set out as under:—

(1) *Male Operatives.*

(a) Employed in other than Heel Building Departments and Stock or Shoe Rooms.		(b) Employed in Heel Building Departments or in Stock or Shoe Rooms.	
Age.	Minimum.	Age.	Minimum.
16	22s.	16	20s.
17	26s.	17	24s.
18	33s.	18	30s.
19	40s.	19	37s.
20	48s.	20	45s.
21	59s.	21	56s.
22		22	60s.
23	68s.	23	65s.

(2) *Female Operatives.*

Employed in Closing and Heel Building Departments or in the Stock or Shoe Rooms.

Age.	Minimum Wage.
16	19s.
17	23s.
18	28s.
19	34s.
20	40s.

It was also agreed that the new or revised piece-work statements referred to in the 1919 agreement (see extract quoted above) should be increased by 10 per cent if operative on or before 31st December, 1919 (with one exception in a case, where a new list came into operation in June, 1919, to which only 5 per cent is to be added), and by 7½ per cent if put into operation since 1st January, 1920.

2. BOOT AND SHOE MAKING (BESPOKE) AND REPAIRING.

Wages and hours in this branch of the trade are governed by regulations of the Boot and Shoe Repairing Trade Board (Great Britain). The minimum rates which are at present legally enforcible are given below, the working week being one of 48 hours:—

Male time workers (21 years and over) .. .. 65s.
Female time workers employed on finishing or benching work (21 years and over .. .. 65s.
Female time workers employed in a productive department on patching machines (21 years and over) .. .. 45s.
All workers employed on surgical work .. .. 2s. per hour
Male workers ordinarily employed on piece-work when employed on a time work basis on work for which no piece-rates are fixed .. .. 1s. 6d. per hour

Minimum piece-rates for all male and female workers are also fixed. Notice of proposal to vary the time rates for certain classes of male workers has been issued, but the period at the end of which the new rates become binding has not yet expired. In many cases the rates actually paid are higher than the minima shown above.

JAMAICA'S INDUSTRIAL DEVELOPMENT.

(*British Export Gazette.*)

An idea of what the island of Jamaica can do industrially is afforded by the case of the electric tramcars which are now being built there. Framework, seats, roofing, steps, and curtains are all made in Jamaica. Even the iron is cast locally, and the wood is regarded as more suitable than that imported. The speed, capacity and weight of these cars are the same as those from overseas sources.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Public Terminal Elevators, Interior Terminal Elevators, Country Elevators in Western Division, and at Public Elevators in the East; also U.S. Atlantic Seaboard Ports.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending July 23, 1920.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C. P. R.	43,985	16,241	25,577		11,496	97,299
Empire Elevator Co.	61,427	15,735	5,991	19,960	8,510	111,623
Consolidated Elevator Co.	63,084	13,864	28,599	89,581	1,162	196,290
Ogilvie Flour Mills Co.	340,455	27,725	26,769		7,234	402,183
Western Terminal Elevator Co.	32,832	3,731	96,041	31,802	1,025	165,431
G. T. Pacific	47,082	34,233	28,590	49,255	3,385	162,545
Grain Growers' Grain Co.	117,096	100,402	53,229		2,948	272,775
Fort William Elevator Co.	36,422	49,286	13,133	15,951	5,192	119,984
Eastern Terminal Elevator Co.			Closed.			
Northwestern Elevator Co.	100,636	68,301	18,506	43	1,808	189,300
Port Arthur—						
Port Arthur Elevator Co.	114,729	58,547	25,582	2,624	3,831	205,313
Sask. Co-op. Elevator Co.	76,742	80,019	14,775	141,675	1,949	315,160
Canadian Government Elevator	458,077	36,911	15,554	117,929	5,348	633,819
Thunder Bay	72,225	69,113	1,137	18,888	2,554	163,917
Davidson and Smith	10,720	7,814	7,266		222	26,022
Eastern-Richardson	94,512	31,229	29,662	9,246	666	165,315
Total Public Terminal Elevators	1,670,024	613,157	390,411	496,954	56,430	226,976
Total Private Terminal Elevators	265,747	107,665	40,837	82	77	414,408
Saskatoon Can. Govt. Elevator	375,045	22,827	325	18,647		416,844
Moosejaw Can. Govt. Elevator	582,052	14,825	1,503	20,407		618,787
Calgary Can. Govt. Elevator	543,801	194,210	13,168	68	2,853	754,100
Vancouver, Can. Govt. Elevator	7,591	2,352				9,943
Total Interior Terminal Elevators	1,508,489	234,214	14,996	39,122	2,853	1,799,674
Depot Harbour			None in store.			
Midland—						
Aberdeen Elevator Co.	21,000		32,724			53,724
Midland Elevator Co.	41,769	1,651				43,420
Tiffin, G.T.P.	69,791	30,303				100,094
Port McNicoll	456,493	3,232	10,165			469,890
Collingwood						
Goderich—						
Elevator and Transit Co.	613,817	48,399	6,217			668,433
West Can. Flour Mills Co., Ltd.	93,098					93,098
Toronto—						
Campbell Flour Mills Co.	36,621		383			37,004
Kingston—						
Montreal Transportation Co.						
* Commercial Elevator Co.		1,449				1,449
Port Colborne Dom. Govt. Elevator						
* " Maple Leaf Milling Co., Ltd.	208,223					208,223
Montreal—						
Harbour Commissioners Nos. 1 & 2	668,156	180,773	520,195		4,698	1,373,822
Montreal Warehousing Co.	580,699	30,475	62,234			673,408
Ogilvie Flour Mills Co.	144,746					144,746
Quebec Harbour Commissioners	29,972	5,802				35,774
West St. John, N.B., C.P.R.			None in store.			
St. John, N.B., Can. Nat. Rys.						
Halifax, N.S., " "						
Total Public Elevators	2,964,385	302,084	631,918		4,698	3,903,085
*Total Country Elevators	2,039,139	1,571,635	795,432	194,950		4,601,156
* U.S. Atlantic Seaboard Ports—						
Portland, Maine			34,657			34,657
Baltimore, Maryland					3,783	3,783
Total U.S. Atlantic Seaboard Ports			34,657		3,783	38,440
Total Quantity in Store	8,447,784	2,828,755	1,908,251	731,108	67,841	13,983,739

*Week ending July 16, 1920.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Public Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East, for the week ended July 23, 1920.

Grades.	Account Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—Grades.					
No. 1 Hard					
No. 1 Northern		405,010	1,013,317	996,411	2,414,738
No. 2 "		392,304	196,976	364,375	953,655
No. 3 "		243,661	90,543	702,233	1,036,437
No. 4 Wheat		103,180	9,858	25,232	138,270
No. 5 Wheat		77,178	14,103	74,153	165,434
No. 6 "		15,783	24,888	5,799	46,470
Other		432,908	158,804	796,182	1,387,894
Totals		1,670,024	1,508,489	2,964,385	6,142,898
Oats—Grades.					
No. 1 C.W.					
No. 2 "		156,367	20,650	64,257	241,274
No. 3 "		153,308	14,351	60,464	228,123
Ex. No. 1 Feed		14,176	20,406		34,582
No. 1 Feed		28,427	15,531	14,426	58,384
No. 2 Feed		116,109	19,896	50,618	186,623
Other		144,770	143,380	112,319	400,469
Totals		613,157	234,214	302,084	1,149,455
Barley—Grades.					
No. 3 extra C.W.					
No. 3 C.W.		75,759	4,195	180,854	260,808
No. 4 "		222,249	4,638	188,661	415,548
Feed		53,461	1,478	118,935	173,874
Rejected		24,018	711	86,784	111,513
Other		14,924	3,974	55,684	75,582
Totals		390,411	14,996	631,918	1,037,325
Flax—Grades.					
No. 1 Northwestern Canada		210,122	1,858		211,980
No. 2 C.W.		62,706	2,415		65,121
No. 3 C.W.		120,191	16,122		136,313
Rejected			15,784		15,784
Other		103,935	2,943		106,878
Totals		496,954	39,122		536,076
Rye—					
No. 1 C.W.					
No. 2 "		36,158			36,158
No. 3 "					
No Grade		1,800			1,800
Rejected		9,288	2,853		12,141
Other		9,184		4,698	13,882
Totals		56,430	2,853	4,698	63,981
Total quantity in store		3,226,976	1,799,674	3,903,085	8,929,735

Wheat and other Grain in Store at Public Terminal Elevators, Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in Western Division, U.S. Atlantic Seaboard Ports, and Public Elevators in the East on July 23, 1920; with comparisons for five years.

—	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
July 23, 1920—			
Public Terminal Elevators	1,670,024	1,556,952	3,226,976
Private " "	265,747	148,661	414,408
Interior " "	1,508,489	291,185	1,799,674
Country Elevators	2,039,139	2,562,017	4,601,156
U.S. Atlantic Seaboard Ports	.....	38,440	38,440
Public Elevators in the East	2,964,385	938,700	3,903,085
Total	8,447,784	5,535,955	13,983,739
July 25, 1919—			
Public Terminal Elevators	875,875	3,819,651	4,695,526
Interior " "	369,368	715,905	1,085,273
Public Elevators in the East	5,824,254	3,880,892	9,705,146
Total	7,069,497	8,416,448	15,485,945
July 26, 1918—			
Public Terminal Elevators	6,502	5,232,383	5,238,885
Interior " "	8,239	277,616	285,855
Public Elevators in the East	3,281,576	5,046,977	8,328,553
Total	3,296,317	10,556,976	13,853,293
July 27, 1917—			
Public Terminal Elevators	6,996,580	5,630,631	12,627,211
Interior " "	403,488	176,474	579,962
Public Elevators in the East	4,444,235	6,779,019	11,223,254
Total	11,844,303	12,586,124	24,430,427
July 28, 1916—			
Public Terminal Elevators	10,693,589	7,142,452	17,836,041
Interior " "	788,509	135,259	923,768
Public Elevators in the East	6,067,866	6,444,355	12,512,221
Total	17,549,964	13,722,066	31,272,030
July 29, 1915—			
Public Terminal Elevators	1,667,472	1,726,675	3,394,147
Interior " "	38,654	60,722	99,376
Public Elevators in the East	618,755	1,496,159	2,114,914
Total	2,324,881	3,283,556	5,608,437

AGRICULTURAL MACHINERY FOR FINLAND.

(British Export Gazette.)

It has not yet been fully realized how important a market Finland is becoming for modern agricultural plant. Before the war the country was almost entirely dependent upon Russia for supplies of produce. But with those supplies cut off, Finland is having to work out its own salvation in regard to agriculture, and is showing its good sense in choosing modern methods, machinery, and implements. Great interest, for example, is being shown in motor tractors, grain threshers and cleaning machinery, and with a greater acreage of land being constantly brought under tillage, the demand should soon be of a most valuable character.

Quantities of United States Grain in Store, Received and Shipped at the Public Elevators in the East for the week ending July 23, 1920, in comparison with the same period last year.

	Wheat.	Oats.	Barley.	Rye.	Corn.	Total.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Depot Harbour		29,981			48,5 3	78,544
Aberdeen Elevator Co	88,540					88,540
Midland Elevator Co	221,131					221,131
Tiffin G. T.P.						
Port McNicoll, C.P.R.	381,105	12,971			62,071	456,147
Harbour Commissioners Nos. 1 and 2	691,595		25,805	351,874	8,411	1,077,675
Totals	1,382,371	42,952	25,805	351,874	119,035	1,922,037
Same period last year	3,127	740,765	323,198	503,274	,014	1,571,378

GEORGIAN BAY PORTS.

	Receipts.		Shipments.	
	Water.	Rail.	Water.	Rail.
	Bushels.	Bushels.	Bushels.	Bushels.
Wheat	301,239			692,773
Oats				9,900
Rye	168,495			449,826
Corn	47,060			7,156

ST. LAWRENCE PORTS.

Harbour Commissioners 1 and 2—				
Wheat	15,990	599,927	617,223	
Barley		9,189		
Rye	43,876	180,348	513,473	
Corn		4,766		3,332

The Commercial Intelligence Service.

The purpose of the Commercial Intelligence Service is to promote the sale of Canadian products abroad and to provide Canadian Manufacturers and exporters with information regarding trade conditions and opportunities in countries in which Canadian goods are likely to find a market.

The Department gathers, compiles and publishes in the Weekly Bulletin and supplements thereto a large volume of useful commercial information. Persons desiring it and interested in Canadian production or export may have their names placed on the regular mailing list on application to the Department of Trade and Commerce, Ottawa. There is no subscription to the Weekly Bulletin but its circulation is strictly confined to Canada.

The Department invites correspondence from Canadian manufacturers and exporters upon all trade matters.

Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other Points in the Western Division for the Undermentioned Periods.

		Month of June, 1920.	Ten Months ended June, 1920.	Ten Months ended June, 1919.
Wheat, Spring—		No.	No.	No.
One Hard			133	592
One Hard White Fife				–
One Man. Northern		1,299	32,957	40,848
Two Man. Northern		778	21,203	16,681
Three Man. Northern		405	13,700	15,730
Number Four		80	1,118	10,434
Number Five		46	404	5,276
Number Six		9	189	3,440
Feed		12	142	909
Smutty		11	251	740
No Grade		314	15,496	4,174
Rejected		66	3,455	1,647
Condemned		6	27	31
No Established Grade			4	6
No. 1			42	94
No. 2			12	50
No. 3			5	9
No. 1 Goose				30
No. 2 Goose				1
No. 4 Special		92	3,517	–
No. 5 Special		20	831	–
No. 6 Special		3	193	–
No. 1 Durum			14	–
No. 2 Durum			32	–
No. 3 Durum		1	20	–
Total Spring Wheat	Cars	3,142	93,745	100,692
	Bush.	3,848,950	114,837,625	125,865,000
Wheat, Winter—				
One A.R.W.		6	15	12
Two A.R.W.		3	6	25
Three A.R.W.			3	4
Four R.W.				–
Five Winter				–
One White Winter			22	–
Two White Winter			4	–
Three White Winter				–
Four White Winter				–
One Mixed Winter				–
Two Mixed Winter				–
Three Mixed Winter				–
Four White Winter				–
No Grade			3	1
Rejected				–
Smutty White Winter				–
Total Winter Wheat	Cars	9	53	42
	Bush.	11,025	64,925	52,500
Total Wheat	Cars	3,151	93,798	100,734
	Bush.	3,859,975	114,902,550	125,917,500
Oats—				
Extra No. 1 C.W.				–
Number One Canadian Western			12	9
Number Two Canadian Western		108	4,430	1,803
Number Three Canadian Western		248	5,606	1,742
Extra Number One Feed		124	2,681	1,955
Number One Feed		173	3,048	2,838
Number Two Feed		194	3,265	2,751
Rejected		44	700	570
No Grade		184	11,263	1,869
Condemned		1	12	14
Mixed Grain		24	612	354
Mixed Grain No. 2				–
Speltz				1
Total Oats	Cars	1,100	31,629	13,906
	Bush.	2,145,000	61,676,550	29,202,600

Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other Points in the Western Division for the Undermentioned Periods.—*Continued.*

		Month of June, 1920.	Ten Months ended June, 1920.	Ten Months ended June, 1919.
		No.	No.	No.
Barley—				
Number Two C.W.				
Number Three Extra C.W.		1	37	8
Number Three C.W.		155	2,834	3,411
Number Four C.W.		61	2,077	2,111
Rejected		31	602	786
No Grade		39	2,61[illegible]	1,328
Condemned		58	1,128	1
Smutty				–
Feed				665
Total Barley	Cars.	345	9,294	8,310
	Bush.	465,750	12,546,900	11,218,500
Flaxseed—				
Number One N.W. Canada		71	1,574	1,687
Number 2 C.W.		28	165	465
Number 3 C.W.		85	127	195
Rejected		99	2	26
No Grade		1	139	46
Condemned				2
Total Flaxseed	Cars.	284	2,126	2,421
	Bush.	284,000	2,126,000	2,421,000
Rye—				
Number 1 C. W.			11	8
Number 2 C. W.		39	1,152	698
Rejected		15	356	156
No Grade		4	185	233
Feed				1
Condemned			1	–
Rye	Cars.	58	1,705	1,096
	Bush.	66,700	1,960,750	1,205,600
Corn	Cars.		6	8
	Bush.		6,000	8,000
Screenings	Cars.	38	595	493
	Bush.	38,000	595,000	493,000
Buckwheat	Cars.		2	–
	Bush.		2,000	–
Recapitulation.				
Grain—				
Wheat	Cars.	3,151	93,798	100,734
	Bush.	3,859,975	114,902,550	125,917,500
Oats	Cars.	1,100	31,629	13,906
	Bush.	2,145,000	61,676,550	29,202,600
Barley	Cars.	345	9,294	8,310
	Bush.	465,750	12,546,909	11,218,500
Flaxseed	Cars.	284	2,126	2,421
	Bush.	284,000	2,12 ,000	2,421,000
Rye	Cars.	58	1,705	1,096
	Bush.	66,700	1,960,750	1,205,600
Screenings	Cars.	38	595	493
	Bush.	38,000	595,000	493,000
Corn	Cars.		6	8
	Bush.		6,000	8,000
Buckwheat	Cars.		2	–
	Bush.		2,000	–
Total grain	Cars.	4,976	139,155	126,968
	Bush.	6,859,425	193,815,750	170,458,200
Canadian Pacific Railway, Winnipeg and other points		2,645	68,434	64,880
Canadian Northern Railway		1,773	50,608	46,520
Great Northern Railway, Duluth		45	579	927
Grand Trunk Pacific		513	19,534	14,641
Total		4,976	139,155	126,968

Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other Points in the Western Division for the Undermentioned Periods—*Concluded.*

	Increase + Decrease −		% Increase.
Canadian Pacific Railway, Winnipeg and other points	+	3,554	-
Canadian Northern Railway	+	4,088	-
Great Northern Railway, Duluth	−	348	-
Grand Trunk Pacific	+	4,893	-
Total increase	+	12,187	9·59

Recapitulation—Comparative Figures for ten months ending June 30. 1920.

	Total Number of Cars.
1901– 2	52,748
1902– 3	59,499
1903– 4	36,786
1904– 5	37,967
1905– 6	64,021
1906– 7	68,570
1907– 8	60,209
1908– 9	84,974
1909–10	105,508
1910–11	90,591
1911–12	163,134
1912–13	178,205
1913–14	187,122
1914–15	118,285
1915–16	304,411
1916–17	212,008
1917–18	168,023
1918–19	126,968
1919–20	139,155

CANCELLED CONTRACTS.

(London Times Trade Supplement, June 26.)

It is evident from the trade reports which appear in our columns that manufacturers are being forced to take a serious view of the situation which has been created by numerous cancellations of contracts. For some time past they have complained that buyers have cancelled orders on the flimsiest pretexts or for no reason at all, except perhaps the desire to get out of a bargain which did not promise to be so advantageous as expected. This tendency to seek an escape from contract obligations is said to have become quite pronounced of late, owing to the prevailing financial stringency and the slackening of the trade boom, and it is stated that the practice is being indulged in by an increasing number of business houses at home and abroad. So serious is the view taken in the wood textile trades that the manufacturers' organizations are freely discussing the advisability of drawing up a "black list" of offending customers. The whole position is, of course, symptomatic of the very unsettled conditions in industry, which, in the opinion of some experienced observers, have developed with alarming rapidity. The incubus of the increased excess profits duty, with its deadening influence on business enterprise, is making itself unmistakably felt.

While the desire to cancel contracts is by no means confined to overseas houses, most of the complaints are in relation to foreign business.

Receipts and Shipments of the different kinds of Canadian Grain at the Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in the Western Division, and Public Elevators in the East; also United States Atlantic Seaboard Ports for the week ending July 23, 1920.

PUBLIC TERMINAL ELEVATORS.

		Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Receipts	Rail	1,143,763	245,925	102,490	86,357	16,897	.....	1,595,432
Shipments	Vessel	1,634,609	2,108	236,189	88,052	.....	.....	1,960,958
	Rail	31,517	143,410	11,043	7,061	.....	.....	193,031

PRIVATE TERMINAL ELEVATORS.

Receipts	Rail	94,907	61,114	10,145	9	77	.....	166,252
Shipments	Vessel	39,006	.....	.....	.....	.....	.....	39,006
	Rail	40,639	59,995	9,793	9	.....	.....	110,436

INTERIOR TERMINAL ELEVATORS.

Receipts	Rail	2,735	17,579	1,987	14,997	1,668	.....	38,966
Shipments	Rail	1,033,930	43,231	6,219	12,880	2,163	.....	1,098,423

COUNTRY ELEVATORS, WEST DIVISION.

Receipts	Rail	.....	.....	.....	.....	.....	.....	.....
Shipments	Rail	.....	.....	.....	.....	.....	.....	.....

PUBLIC ELEVATORS IN THE EAST.

GEORGIAN BAY PORTS.

Receipts	Vessel	414,616	45,108	24,648	.....	54,167	.....	538,539
Shipments	Rail	786,703	76,496	160,867	.....	54,167	.....	1,078,233

LOWER LAKE PORTS.

Receipts	Vessel	13,000	.....	.....	.....	.....	.....	13,000
	Rail	9,021	1,997	.....	.....	.....	.....	11,018
Shipments	Vessel	320,793	.....	.....	.....	.....	.....	320,793
	Rail	38,944	1,997	1,039	.....	.....	.....	41,978

ST. LAWRENCE PORTS.

Receipts	Vessel	287,206	.....	57,938	.....	.....	.....	345,144
	Rail	1,024,466	52,760	53,079	.....	.....	.....	1,130,305
Shipments	Vessel	533,358	156,297	222,599	.....	.....	.....	912,254
	Rail	981,087	61,107	3,436	.....	.....	.....	1,045,630

SEABOARD PORTS.

Receipts	Rail	.....	.....	.....	.....	.....	.....	.....
Shipments	Vessel	.....	.....	.....	.....	.....	.....	.....

TOTAL, PUBLIC ELEVATORS IN THE EAST.

Receipts	Vessel	714,822	45,108	82,586	.....	54,167	.....	896,683
	Rail	1,033,487	54,757	53,079	.....	.....	.....	1,141,323
Shipments	Vessel	854,151	156,297	222,599	.....	.....	.....	1,233,047
	Rail	1,805,834	139,600	165,340	.....	54,167	.....	2,164,941

U.S. ATLANTIC SEABOARD PORTS.

Receipts	Rail	.....	.....	.....	.....	1,250	.....	1,250
Shipments	Vessel	.....	.....	.....	.....	4,897	.....	4,897

Receipts and Shipments of the Different Kinds of Grain at Fort William and Port Arthur Public and Private Terminal Elevators during the ten months ended June 30, 1920 and 1919.

	Receipts.							
	Wheat.	Oats.	Barley.	Flax	Rye.	Corn.	Total.	Mixed Grains.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lb.
September, 1919	16,013,726	1,818,832	1,023,840	31,028	219,190	.....	19,106,616	2,477,421
October, 1919	19,348,666	4,965,057	1,449,940	229,290	176,965	.....	26,169,918	6,403,202
November, 1919	16,163,932	4,273,606	1,515,155	281,668	202,171	60,709	22,497,241	4,635,164
December, 1919	9,601,846	3,043,399	980,755	191,157	104,125	59,300	13,980,582	2,965,948
January, 1920	5,536,588	2,338,219	586,701	102,763	54,702	.....	8,618,973	1,651,464
February, 1920	2,929,467	774,589	327,168	48,058	53,894	3,456	4,136,632	1,016,538
March, 1920	2,472,958	810,865	478,061	45,628	77,216	4,521	3,889,249	1,210,532
April, 1920	4,234,335	2,331,759	654,437	50,355	98,456	.....	7,369,342	1,858,506
May, 1920	4,417,976	2,344,356	315,966	67,551	57,533	35,935	7,239,317	1,029,982
June, 1920	2,185,156	517,945	91,567	125,688	37,185	.....	2,957,541	722,426
Total, Ten months, 1920	82,904,650	23,218,627	7,423,590	1,173,186	1,081,437	163,921	115,965,411	23,971,183
Total, Ten months, 1919	94860,711	9,814,740	7,641,524	1,847,025	861,905	.....	115,025,905	14,468,97

	Shipments.							
	Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.	Mixed Grains.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lb.
September, 1919 Lake	12,124,172	1,308,751	536,332	.....	66,131	.....	14,035,386	874,008
Rail.	267,513	556,799	184,195	24,318	5,589	.....	1,038,414	1,294,292
October, 1919 Lake	19,650,889	2,048,788	1,054,679	54,140	109,513	.....	22,918,009	1,680
Rail.	264,803	1,130,170	72,927	48,547	5,159	.....	1,521,606	1,522,953
November, 1919 Lake	15,763,771	4,409,253	1,320,270	256,924	335,500	.....	22,085,718	302,580
Rail.	305,375	429,372	56,326	34,806	9,794	60,709	896,382	1,213,199
December, 1919 Lake	5,359,235	1,416,264	770,128	.....	.....	.....	7,545,627	71,240
Rail.	1,010,523	993,575	147,863	127,636	2,590	59,296	3,341,483	2,153,149
January, 1920 Rail.	5,166,290	904,114	358,686	62,997	.....	.....	6,492,087	657,410
February, 1920 Rail.	1,762,396	861,835	228,229	116,683	451	1,065	2,970,659	452,760
March, 1920 Rail.	2,370,851	619,413	88,993	16,529		1,527	3,097,313	344,414
April, 1920 Lake	4,050,904	594,778	569,615	.....	290,226	.....	5,515,523	
Rail.	432,557	783,252	116,810	39,782	.....	.....	1,072,401	1,902,544
May, 1920 Lake	9,929,806	5,250,696	1,272,080	.....	288,702	.....	16,741,284	320,367
Rail.	133,214	308,507	112,169	64,441	— 2,518	36,535	652,348	1,084,636
June, 1920 Lake	2,991,813	97,635	126,452		63,227		3,279,127	173,200
Rail.	390,335	300,046	63,288	26,292	99		780,060	1,171,605
Total, Ten months, 1920 Lake	69,880,590	15,126,165	5,649,556	311,064	1,153,299		92,120,674	1,743,015
Rail.	12,103,857	6,587,083	1,429,486	562,031	21,164	159,132	20,862,753	11,796,962
Total, Ten months, 1919 Lake	86,944,611	2,558,771	6,290,070	1,126,611	499,791		97,405,854	505,108
Rail.	6,247,420	6,308,205	1,244,695	706,130	104,699		14,611,149	8,151,807

NEW INCORPORATIONS.

Dominion.

The Parker Motor Car Company, Limited. Incorporators: Frederick William Leuthead and Reginald Edmund Forde, accountants; William Arthur Deacon, barrister-at-law; and others—all of Winnipeg. Capital $3,000,000, divided into 30,000 shares of $100 each. Chief place of business, Winnipeg.

Page-Hersey Tubes, Limited. Incorporators: Leo William Goetz, solicitor; and others—all of Guelph. Capital, $4,300,000. Chief place of business, Toronto.

South American Steamship Company, Limited. Incorporators: Molyneux Lockhart Gordon, John Steuart Duggan and James White Bicknell, barristers-at-law; and others—all of Toronto. Capital $750,000, divided into 7,500 shares of $100 each. Chief place of business, Toronto.

Canadian Tube and Steel Products, Limited. Incorporators: Gerald Augustine Coughlin and Frank Breadon Common, advocates; and others—all of Montreal. Capital $500,000, divided into 50,000 shares of $100 each. Chief place of business, Montreal.

John P. Whelan, Limited. Incorporators: John Pearson Whelan, merchant; William Mulvenev, manufacturer; and others—all of Hamilton. Capital $2,000,000, divided into 20,000 shares of $100 each. Chief place of business, Hamilton.

The Superheater Company, Limited. Incorporators: Archibald Woodburn Langmuir, Morley Smith and George Meredith Huycke, barristers-at-law; and others—all of Toronto. Capital $1,000,000, divided into 10,000 shares of $100 each. Chief place of business, Toronto.

British Columbia.

British Columbia Bauxite Company, Limited. Capital $100,000. Registered office, Vancouver.

Lakeside Clay Products, Limited. Capital $50,000. Registered office, Vernon.

Nicola Lake Stock Farm, Limited. Capital $500,000. Registered office, Nicola.

Victor Silver Leaf Mining Company, Limited. Capital $180,000. Registered office, Fort Steele.

Manitoba.

The Western Match Company, Limited. Incorporators: Gavin Gibson Baird, accountant; and others—all of Winnipeg. Capital $200,000, divided into 2,000 shares of $100 each. Chief place of business, Winnipeg.

Winnipeg Productions, Limited. Incorporators: John Archibald McVicar, barrister-at-law; and others—all of Winnipeg. Capital $250,000 divided into 20,000 shares of $100 each. Chief place of business, Winnipeg.

Ontario.

Iroquois-Kirkland Mines Corporations, Limited. Incorporators: James White Bicknell, Craig McKay, John Steuart Duggan; and others—all of Toronto. Capital $2,000,000, divided into 2,000,000 shares of $1 each. Head office, Toronto.

Murray Townsite Mines, Limited. Incorporators: Cyril Thomson Young, department manager, Canadian National Railways; George Joseph Valin, barrister-at-law; and others—all of Sudbury. Capital $120,000, divided into 1,200 shares of $10 each. Head office, Sudbury.

Hope Lumber Company, Limited. Incorporators: Geoffrey Walter Adams, James Stark Bell, James Arthur Ryerson Mason, barristers-at-law; and others—all of Toronto. Capital $750,000, divided into 7,500 shares of $100 each. Head office, Thessalon.

TENDERS INVITED.

Australia.

Copies of tender forms and specifications have been received from Mr. D. H. Ross, Canadian Trade Commissioner, Melbourne, for material required by the Public Works Department of New South Wales, Sydney, in connection with the water supply of that city.

These tender forms and specifications are open to the inspection of interested Canadian manufacturers at the Department of Trade and Commerce, Ottawa (refer to file No. 20603).

Tenders in conformty to the specifications should be addressed to The President of the Tender Board, Public Works Department of New South Wales, Sydney, Australia.

Particulars of the requirements are briefly outlined thus:

No.	Date of Closing.	Particulars.
.....	August 30, 1920..	Supply and delivery of Switchgear, Lightning Arresters and Power Factor Improvement Apparatus, as specified.

New Zealand.

LOCOMOTIVES AND WAGONS REQUIRED FOR NEW ZEALAND GOVERNMENT.

Trade Commissioner W. A. Beddoe, Auckland, writes as follows under date June 29 in transmitting plans, specifications and maps for locomotives and wagons required by the New Zealand Government:—

The Government of New Zealand proposes to purchase locomotives and railway equipment on a larger scale. This office has been supplied, through the courtesy of the Prime Minister, who is Minister of Railways, with advance copies of the plans and specifications for twenty-five locomotives, class AB, Pacific 4-6-2 type, and two thousand five hundred four-wheel wagons, class LA, twelve-ton type.

The copies of these plans and specifications have been sent to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, where they will be available for intending tenderers (quoting file No. 19973).

The specifications are very elaborate and no detail appears to be lacking. Quotations will be c.i.f. Wellington and f.o.b. Canadian port.

In the case of Canada the tenders will be addressed to the General Manager of the New Zealand Government Railways.

The date on which tenders must be in Wellington has not yet been determined, but I have asked the Government to delay this as long as possible and when it has finally been determined a cable will be sent to the Commercial Intelligence Branch.

It is quite likely that there will be competition from England and United States firms, but there is every reason to believe that Canadian manufacturers will receive every consideration.

TENDERS WANTED FOR STEEL RAILS FOR EGYPT.

(*Consul Hamilton C. Claiborne, London, in United States Commerce Reports.*)

It is learned that the Surveyor General of Egypt invites tenders for the supply of cut rails in accordance with specifications and conditions available at Survey Office, Giza. Contractors are invited to put in their offers for any quantity available for immediate delivery or for delivery during the current financial year. Tenders should show quantity, weight per yard, rate per ton of 1,000 kilos, period required for delivery, place of delivery, and any other details necessary. Tenders must be presented on or before March 1, 1921.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "The Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa," or The Secretary of the Canadian Manufacturers' Association, Toronto, Montreal, Winnipeg, Amherst, N.S., and Vancouver, or The Secretary of the Board of Trade at Toronto, Hamilton, Kingston, Brandon, Halifax, Montreal, Quebec, St. John, Sherbrooke, Vancouver, Victoria, Winnipeg, Edmonton, Calgary, Moosejaw, Saskatoon, Sault Ste. Marie, Fort William, Port Arthur, Moncton, Regina, New Westminster, B.C., Sydney (Cape Breton), North Sydney (Cape Breton), Guelph, Peterborough, Brantford, Kitchener, St. Mary's, Ont., Chambre de Commerce de Montreal, The London, Ont., Chamber of Commerce, The Stratford Chamber of Commerce, The Border Chamber of Commerce, Windsor, Ont., and Kitchener Manufacturers' Association.

Please Quote the Reference Number when requiring Addresses.

Food Products.

1409. **Butter and lard.**—A London firm wish to get into touch with Canadian packers of butter, and lard either in boxes or cans.

1410. **Butter and potatoes.**—British firm established in Bagdad, Mesopatamia, wish to be placed in touch with Canadian exporters of butter in 1-pound tins, and desiccated potatoes.

1411. **Cheese.**—A Manchester firm would like to hear from exporters of cheese.

1412. **Poultry and eggs.**—A Manchester firm are always prepared to consider offers of poultry and eggs.

1413. **Codfish, potatoes, salmon, and foodstuffs in general.**—Prominent Havana firm of good financial standing wish to purchase the above Canadian products.

1414. **Cereals.**—A Manchester firm are always open to receive offers of cereals.

1415. **Cereals.**—A Manchester firm are always open to purchase cereals.

1416. **Apples and pears.**—A Manchester firm are open to import fresh apples and pears during the coming season.

1417. **Canned foodstuffs.**—A commission agent in Roumania desires to receive quotations and other particulars from Canadian firms in a position to export all kinds of canned foodstuffs.

1418. **Canned goods.**—A Manchester firm are in a position to consider quotations on canned fruits and canned vegetables.

1419. **Starches, glucose, and dextrine.**—A Manchester firm are open to purchase potato starch, maize starch, wheat starch, glucose and dextrine

1420. **Jams and general food products.**—A Belgian firm ask for addresses of Canadian manufacturers of jam and other food products seeking representation at Antwerp.

1421. **Produce.**—A Manchester firm are prepared to receive offers of butter, bacon, eggs, cheese, and lard.

1422. **Provisions.**—A Chester (England) firm are open to consider offers of any commodities saleable by provision merchants.

1423. **Produce.**—A Manchester firm inquire for exporters of butter, cheese, and tinned fruit.

1424. **Produce.**—A Manchester firm would like to receive quotations from exporters of all kinds of produce, especially cheese, butter, eggs, and canned fruits.

1425. **Produce.**—A Manchester firm inquire for exporters of butter, bacon, cheese, tinned goods, and jams.

1426. **Produce.**—A Manchester firm would like to receive quotations from exporters of cheese, bacon, and all kinds of foodstuffs.

1427. **Produce.**—A Manchester firm are always prepared to consider offers of bacon, hams, lard, butter, cheese, eggs, and canned goods, or would like to act as agents for exporters of the foregoing.

Wood, Pulp and Paper Products.

1428. **Paper and pulp.**—A Manchester firm would like to receive offers of all kinds of paper and wood-pulp, or would act as agents for manufacturers of news and wrapping papers.

1429. **Paper.**—A firm in Roumania desire to receive samples, quotations, as well as other particulars from Canadian firms in a position to export paper in general.

1430. **Paper.**—A commission agent in Roumania desires to receive samples and quotations, as well as other particulars, from Canadian firms in a position to export paper of all kinds.

1431. **Paper.**—A Manchester firm would like to receive offers of general wrapping paper and tissue.

1432. **Stationeries.**—A firm in Roumania desire to receive quotations and other particulars from Canadian firms in a position to export stationeries of all sorts.

1433. **Wood manufactures.**—A Manchester firm are open to purchase wooden handles of all kinds, clothes pins, and general hardware.

1434. **Maple roller blocks.**—A London correspondent desires to get in touch with Canadian manufacturers of maple mangle roller blocks.

1435. **Box boards.**—A Manchester firm are open to import box boards and leather boards.

1436. **Lumber.**—A Manchester firm wish to hear from exporters of lumber.

1437. **Demountable houses.**—A firm in Roumania desire to receive catalogues, price lists and quotations from Canadian firms in a position to export demountable houses.

1438. **Demountable houses.**—A leading Roumanian firm for construction of houses, desire to receive catalogues, price lists, and quotations from Canadian firms in a position to export demountable houses.

1439. **Portable houses.**—Inquiry is made by a correspondent in London for names of Canadian exporters of ready-cut wooden houses.

1440. **Demountable houses.**—A leading firm in Roumania for construction of houses desire to receive catalogues, price lists, and quotations from Canadian firms in a position to export demountable houses.

1441. **Wood alcohol.**—A Manchester firm would like to receive offers of wood alcohol.

Leathers and Boots and Shoes.

1442. **Leather.**—A Leicester firm are in a psition to import upper leather such as glacé kid, box calf, and soling leather.

1443. **Leather.**—A Manchester firm are always prepared to consider offers of sole and upper leather.

1444. **Leather.**—A Northampton firm are open to purchase upper leather for boots and shoes.

1445. **Leather manufactures.**—A Manchester firm would like to hear from exporters of leather manufactures.

1446. **Leather and belting.**—A commission agent in Roumania desires to receive quotations from Canadian firms in a position to export all kinds of leather and belting.

1447. **Leather belting and industrial installations.**—A firm in Roumania desire to receive quotations and other particulars from Canadian firms in a position to export industrial installations and leather belting.

1448. **Boots and shoes.**—A commission agent in Roumania desires to receive quotations and other particulars from Canadian firms in a position to export all kinds of boots and shoes.

1449. **Boots and shoes and textiles.**—A firm in Rome wish to export from Canada the foregoing.

Heavy and Light Chemicals, Ores and Metals.

1450. **Chemicals.**—A Manchester firm are in the market for all kinds of chemical products.

1451. **Dyes and chemicals.**—A Manchester firm are open to purchase all kinds of dyewood extracts (liquid or solid), aniline dyes, and chemicals used in the dyeing and calico printing industry.

1452. **Chemicals.**—A Manchester firm would like to receive offers of chemicals and colours.

1452. **Drugs and chemicals.**—A commission agent in Roumania desires to receive samples and quotations from Canadian firms in a position to export all kinds of drugs and chemicals.

1454. **Calcium carbide.**—A firm in Roumania desire to receive quotations and other particulars from Canadian firms in a position to export calcium carbide.

1455. **Chlorate of potash, chlorate of soda, and tanning chemicals.**—A British firm wish to secure in Canada supplies of chlorate of soda, chlorate of potash, and other chemicals, including tanning materials.

1456. **Metals and ores.**—A Manchester firm are open to import metals and ores.

1457. **Minerals and metals.**—A North of England firm is prepared to import minerals and metals.

1458. **Metals and mineral oils.**—A firm in Roumania desire to receive quotations and other particulars from Canadian firms in a position to export metals and mineral oils of all kinds.

1459. **Asbestos.**—A firm in Roumania desire to receive quotations and other particulars from Canadian firms in a position to export asbestos.

Hardware and Machinery.

1460. **Hardware.**—A Manchester firm are open to import hardware lines, including mechanics' hand tools.

1461. **Hardware.**—A Manchester firm are open to import all kinds of hardware.

1462. **Nuts, bolts, and wire nails.**—A Manchester firm are in a position to import wire nails and bolts and nuts.

1463. **Safes.**—A commission agent in Roumania desires to receive quotations and other particulars from Canadian firms in a position to export safes.

1464. **Safes.**—A firm in Roumania desire to receive quotations and other particulars from Canadian firms in a position to export safes.

1465. **Mechanical saws.**—A firm in Roumania desire to receive quotations and other particulars from Canadian firms in a position to export mechanical saws.

1466. **Tools.**—A firm in Roumania desire to receive quotations and other particulars from Canadian firms in a position to export all kinds of tools.

1467. **Elevator equipment.**—A firm in Roumania desire to receive quotations and other particulars from Canadian firms in a position to export elevator equipment.

1468. **Electric apparatus.**—A firm in Roumania desire to receive quotations and other particulars from Canadian firms in a position to export electric apparatus of all kinds.

1469. **Machinery and agricultural implements.**—A firm in Roumania, dealing in all kinds of machines, desire to receive quotations and other particulars from Canadian firms in a position to export machinery and agricultural implements of all kinds.

1470. **Locomotives and rolling stock.**—A company for the exploitation of timber in Roumania desire to receive quotations and other particulars from Canadian firms

in a position to export locomotives and rolling stock, as well as accessories, for small-gauge railway used in the exploitation of timber.

1471. **Saw-milling machinery.**—A company for the exploitation of timber in Roumania desire to receive catalogues as well as quotations and other particulars from Canadian firms in a position to export all kinds of saw-milling machinery.

1472. **Logging equipment.**—A company for the exploitation of timber in Roumania desire to receive quotations and other particulars from Canadian firms in a position to export logging equipment.

Miscellaneous Manufactures.

1473. **Food products, wool, hides and skins.**—A firm established at Rome, with branch office in Bucharest, Roumania, would be glad to enter into negotiations with Canadian firms for the purpose of obtaining the foregoing commodities.

1474. **Food products, machinery, electrical goods, metals, mineral oils, technical articles, etc.**—A very important firm in Rome, with eighteen branch offices in Italy and branch offices in Hamburg, Spain, France, England, and Greece, are most anxious to secure Canadian agencies for the foregoing.

1475. **Hides, wool, dried fish.**—A firm in Rome wish to buy the foregoing in Canada.

1476. **Heavy chemicals, leather, metals, and lumber.**—A firm in Rome dealing in the foregoing articles would be glad to hear from Canadian exporters who handle these commodities.

1477. **Tanned leathers, chemical products, dyeing extracts, machinery, tools, etc.**—A Genoese import and export house would be glad to enter into relations with Canadian exporters of tanned leathers, chemical products, dyeing extracts, machinery, tools, etc.

1478. **Food products, textiles, watches and clocks.**—A firm of importers and exporters and commission agents at Rome inquire for the above.

1479. **Leather, tanning extracts, dyeing extracts, chemical products, etc.**—A firm in Naples, with head office at Smyrna (Asiatic Turkey), would be glad to hear from Canadian exporters of the foregoing.

1480. **Lead ingots, linseed oil, turpentine, carbonate of soda, varnishes, paints.**—A firm in Genoa are disposed to do business with Canadian firms in the above articles.

1481. **Motor-cycles, lubricating oils, varnishes, etc.**—A very important firm in Rome would buy on its own account the foregoing articles, or act as representatives for Canadian firms.

1482. **Leather, paper, raw material for paper-mills, tanning extracts, fats, vegetable and animal oils.**—A firm in Rome would be glad to hear from Canadian suppliers of the above.

1483. **Oils, etc.**—A Manchester firm would like to receive offers of all kinds of oils, fats and waxes.

1484. **Coal, leather, and coffee.**—A firm in Rome would be interested to get in touch with Canadian sources of supply for coal, leather, and coffee.

1485. **Paints and varnishes.**—A commission agent in Roumania desires to receive samples and quotations from Canadian firms in a position to export all kinds of paints and varnishes.

1486. **Linseed.**—An Australian firm manufacturing linseed oil and meal wish to secure large quantities of linseed in Canada.

1487. **Construction material.**—A leading firm in Roumania for construction of houses desire to receive catalogues, price lists, and quotations from Canadian firms in a position to export all kinds of construction material.

1488. **Construction material.**—A firm in Roumania desire to receive catalogues, price lists and quotations from Canadian firms in a position to export all kinds of construction material.

1489. **Construction material.**—A leading firm in Roumania for construction of houses desire to receive catalogues, price lists, and quotations from Canadian firms in a position to export construction material of all kinds.

1490. **Rubber goods and celluloid.**—A Manchester firm are open to represent manufacturers of celluloid goods and manufactures of rubber.

1491. **Textile card-wire.**—A Manchester firm can purchase large quantities of textile card-wire. (A sample of the material desired is in the possession of the Commercial Intelligence Branch, Department of Trade and Commerce.)

1492. **Musical instruments.**—A Manchester firm are in a position to consider offers of high-grade player-pianos and pianos, or would act as agents.

1493. **Clock movements.**—Manufacturer in Scotland desires to get in touch with Canadian firms making clock movements.

1494. **Picture frame mouldings.**—A Manchester firm are open to purchase large quantities of picture frame mouldings in oak and other hardwoods, polished or unpolished.

1495. **Various products.**—A Manchester firm are open to represent Canadian producers of commodities suitable for the markets of Egypt, Cyprus, Malta, Greece, and Syria.

Representation Abroad.

1496. **Representation in British Honduras.**—Established British manufacturers' and jobbers' representative in Belize, with connections in Spanish Honduras and Guatemala, anticipates direct steamship service from Canada to Central America, and wishes to be placed in touch with exporters of foodstuffs and canned goods, textiles, hardware and machinery, and whiskies.

1497. **Representation in Sicily.**—Canadian merchant established at Palermo, with an Italian partner and extensive business connections, reports an excellent market for imported goods in that section, and would accept Canadian agencies for canned goods, cutlery, jams, woollen goods, etc.

There is a considerable market in Sicily for foodstuffs and canned goods, to supply the large tourist trade. Breakfast foods, malted milks, tinned creams, marmalades and jams, cocoas and similar commodities are in constant demand. According to the above inquirer, American and German firms are beginning to enter the field, and the advantage will rest with those exporters who establish their connections immediately.

1498. **Representation in Roumania.**—A firm in Roumania with good references desire to receive the representation of Canadian firms in a position to export paper and stationery of all kinds to Roumania.

1499. **Representation in New Zealand.**—Manufacturers' agent in Christchurch is desirous of obtaining Canadian agencies for manufactured products. (This inquirer is a returned soldier with four year's service, with selling and advertising experience, well conversant with trade conditions in New Zealand, and capital to develop his business.)

1500. **Representation in France.**—Established French agent, former officer of artillery, with excellent and centrally located offices in Paris, desires exclusive agencies for the distribution of Canadian products throughout France. Only first-class firms will be considered.

1501. **Representation in Roumania.**—A firm in Roumania, with good references, desire to receive the representation of Canadian firms in a position to export electric apparatus, as well as machinery in general.

1502. **Representation in Cuba.**—Established Cuban commission agent, with ten years' experience and good connections, desires to obtain Canadian agencies for potatoes, codfish, and whitefish.

1503. **Representation in Roumania.**—A commission agent in Roumania, with good references, desires to receive the representation of important Canadian firms in a position to export footwear in general, drugs and chemicals, canned foodstuffs, leather and belting, paper, paints and varnishes, safes, to Roumania.

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

45. **R.S.**—Demobilized soldier just returned after four years' overseas service, aged twenty-three, desire to get in touch with party proceeding to England and France, to act as assistant salesman with some Canadian agencies. Has pleasing personality and thoroughly acquainted with England and France.

46. **R.S.**—A returned Canadian officer who held a commission in the R.F.C. and R.A.F. and spent five years overseas desires to represent two or three Canadian manufacturers on a commission basis. Before the war he was a commercial traveller for five years. Good connections in England. Willing to work hard to establish lines handled and is prepared to sail immediately arrangements are completed.

47. **R.S.**—A returned soldier who previous to four years' service in the war was engaged in the retail lumber business in New Brunswick for eighteen years desires to take up Canadian agencies in Europe. He is prepared to work on a commission basis and to go abroad at his own expense.

48-49 **R.S.**—Two young men who were in service overseas have just arrived in Canada from the West Indies and seek employment with firms as buyers or sellers of products in the British West Indies. They have a good knowledge of the customs and trade of the islands.

50. **R.S.**—A Canadian field officer, at present holding important Government appointment, possessing English and Canadian legal qualifications, and with fifteen years' business experience, desires a position in Japan, Hong Kong, or other place of warmer climate, as representative or manager (on a salary basis) of some business corporation. Has had considerable experience in organization and administration and handling of a large staff. Will supply excellent references.

51. **R.S.**—A Canadian who served in the French army from 1914 to 1919 proposes to return to Europe and would like to represent Canadian manufacturers in France and Belgium.

52. **R.S.**—A Canadian who saw four years' service overseas with the Canadian forces and has recently returned from Canada to England is desirous of being brought in touch with Canadian manufacturers who are looking for representation in the British Isles and France. He has excellent connections both in England and France, and would like to handle general lines. References.

53. **R.S.**—Canadian officer (four years' active service), university graduate, with good address, good knowledge of Danish, German, and French languages, and with family connections in highest business circles in Denmark, desires position representing firm of Canadian exporters in Scandinavian countries.

54. **R.S.**—Two returned soldiers having good connections with Poland wish to act as resident agents for Canadian firms. They have at present a representative in Warsaw, Poland, who is anxious to obtain celluloid specialties, also elastic used in the manufacture of men's suspenders and ladies' garters. Samples in all colours requested with quotations.

55. **R.S.**—A Canadian lawyer of Scottish descent, speaking and writing fluent French and with a good working knowledge of Russian, special knowledge of law and finance, and very considerable executive experience, seeks a position as commercial representative. Prepared to go abroad immediately provided that salary and conditions are satisfactory.

56. **R.S.**—A Canadian who served in France is about to take a business trip, during which he will visit England, France, and probably Switzerland, Spain, and Italy, and then proceed to North Africa and South Africa. He would like to represent Canadian manufacturing firms. He has had experience in selling engineering

machinery, building supplies, etc., and would prefer to represent that class of manufacturers, but is willing to undertake any commission.

57. R.S.—Ex-naval officer (Accountant Branch), full war service, seventeen years resident in Canada, with banking experience, visiting London on business early in May, and would be glad to execute commissions of any kind that will bear the closest investigation.

58. R.S.—Returned officer, single, desires to represent Canadian manufacturer in Italy, from whence he has recently returned. Speaks Italian and French, and is conversant with Italian trade and customs.
and will cover seven countries on his trip.

59. R.S.—A returned business man, aged 43, very active, wh qualified for a commission with staff duties, from the ranks, with over three years' service in Canada, England, and France, C.E.F., will entertain proposals for agency proposals. Now established as manufacturers' agent for foreign and domestic markets, general importing and exporting. His business training covers over twenty years' experience with representative concerns in New York city, Pittsburg, and elsewhere. He has thorough working knowledge of import and export technique, gained by operations from the ports of New York, Vancouver, and Victoria. Particularly desires Eastern Canadian connections in machinery and metal products for sale in British Columbia or as manufacturers' export agent at Pacific seaboard. Can also use desirable connections in the Far East to mutual advantage.

60. R.S.—A Canadian who served four years overseas is at present acting as travelling salesman for a wholesale stationery company in Canada, but proposes to leave shortly for London, England, with the intention of opening up an agency there. He would like to get into communication with Canadian manufacturers who require representation.

61. R.S.—Ex-officer, graduate of McGill University in arts and law, with extensive experience in mortgage, land, and insurance organization, good linguist, with knowledge of Spanish and Portuguese, wishes to go to South America as representative of export firms.

62. R.S.—Two returned soldiers who are carrying on a commission business in New Westminster, B.C., would like to secure agencies for Canadian manufactures. They are especially interesting in woodworking industries.

63. R.S.—A returned soldier well acquainted with wholesale shipping and manufacturing firms in the United Kingdom, where he was a manufacturers' agent prior to 1912, proposes establishing in the United Kingdom an agency for Canadian goods. He has financial backing to the extent of $50,000, and has arranged for some Canadian agencies, but wishes to secure additional agencies for both manufactured goods and food products.

64. R.S.—Returned soldier, good business training, well connected in Scotland, holding teacher's certificate in Scotland and possessing tact, fluency, and executive ability, desires to represent manufacturer in British Empire. Unmarried.

65. R.S.—Returned soldier, Belgian born, formerly employed as interpreter on headquarters staff, intends visiting Europe on business. Would undertake commissions or the selling of goods on a commission basis. Speaks four languages fluently.

66. R.S.—A former officer of the Canadian Expeditionary Force, with experience as general sales agent and pre-war connections in England and Belgium, is leaving for Brussels in October and seeks representation for any Canadian firms interested. Would also undertake special commissions and inquiries on behalf of Canadian manufacturers.

67. R.S.—Two Canadian officers who served for three years in the British Army in Mesopatamia have established themselves as merchants in Bagdad, Mesopatamia. They would like to get in touch with Canadian exporters both of food products and manufactured goods. They are particularly interested in wire fencing and reinforced concrete posts, brick-making machinery, fuel oil engines from 20 to 40 horse-power with centrifugal pump for irrigation with lift of 25 feet.

PROPOSED SAILINGS FROM CANADIAN PORTS.*

Subject to change without notice.

From Quebec.

To Liverpool.—*Empress of France,* C.P.O.S. Line, August 11; *Prince Frederick Wilhelm,* C.P.O.S. Line, about August 11.

From Montreal.

To Liverpool.—*Metagama,* C.P.O.S. Line, about August 14; *Canadian Trapper,* Canadian Government Merchant Marine, Ltd., about August 17; *Corsican,* C.P.O.S. Line, about August 21; *Megantic,* White Star-Dominion Line, about August 21; *Canada,* White Star-Dominion Line, about August 24; *Melita,* C.P.O.S. Line, about August 28.

To London.—*Canadian Trooper,* Canadian Government Merchant Marine, Ltd., about August 4; *Holbrook,* C.P.O.S. Line, about August 6; *Mottisfont,* C.P.O.S. Line, about August 7; *Cornish Point,* Furness Line, about August 10; *Montezuma,* C.P.O.S. Line, about August 10; *Scotian,* C.P.O.S. Line, about August 13; *Canadian Raider,* Canadian Government Merchant Marine, Ltd., about August 14; *Verentia,* Cunard Line, about August 17; *Batsford,* C.P.O.S. Line, about August 17; *Dunbridge,* C.P.O.S. Line, about August 18; *Tunisian,* C.P.O.S. Line, about August 20; *Bosworth,* C.P.O.S. Line, about August 27; *Bothwell,* C.P.O.S. Line, about September 14.

To Glasgow.—*Cassandra,* Anchor-Donaldson Line, about August 7; *Canadian Navigator,* Canadian Government Merchant Marine, Ltd., about August 14; *Scandinavian,* C.P.O.S. Line, about August 28.

To Southampton.—*Scandinavian,* C.P.O.S. Line, about August 28.

To Avonmouth Dock (Bristol).—*Vellavia,* Cunard Line, about August 4; *Louisiana,* Cunard Line, about August 22; *Turcoman,* Dominion Line, about August 31.

To Cardiff and Swansea.—*Canadian Voyageur,* Canadian Government Merchant Marine, Ltd., about August 20.

To Manchester.—*Manchester Mariner,* Manchester Liners, about August 4; *Manchester Corporation,* Manchester Liners, about August 11; *Manchester Division,* Manchester Liners, about August 18.

To Hull.—*Rossano,* Furness Line, about August —

To Leith.—*Cairnvalona,* Thomson Line, about August 3; *Cairngowan,* Thomson Line, about August 10.

To Belfast.—*Ballygally Head,* Head Line, about August 8; *Lord Antrim,* about August 12.

To Dublin.—*Ramore Head,* Head Line, about August 25.

To Antwerp.—*Holbrook,* C.P.O.S.-Furness Line, about August 6; *Mottisfont,* C.P.O.S.-Furness Line, about August 7; *Montezuma,* C.P.O.S.-Furness Line, about August 10; *Batsford,* C.P.O.S. Line, about August 17; *Dunbridge,* C.P.O.S.-Furness Line, about August 18; *Bosworth,* C.P.O.S. Line, about August 27; *Scandinavian,* C.P.O.S. Line, about August 28.

To Rotterdam.—*Fanad Head,* Head Line, about August 12.

To Hamburg.—*Cornishman,* White Star-Dominion Line, about August 4.

To Havre.—*Manoa,* Francanda Line (Canada Steamship Lines, general agents) about August 5; *Scotian,* C.P.O.S., about August 13; *Tunisian,* C.P.O.S., about August 20.

**These sailings are not complete, but are compiled from lists of prospective sailings supplied by shipping companies.*

To BORDEAUX.—*Manoa,* Francanda Line (Canada Steamship Lines, general agents), about August 5.

To ST. NAZAIRE.—*Alston,* Marine Navigation Co., about August 15.

To SWEDEN.—*Bia,* Manchester Liners, early September.

To SOUTH AFRICA (Cape Town, Port Elizabeth, East London, Durban, and Delagoa Bay).—*New Brighton,* Elder-Dempster Line, about August 15; *New Brunswick,* Elder-Dempster Line, about August 30.

To WEST AFRICA (Dakar, Sierre Leone, Seccondee, Accra, Lagos, etc.).—A steamer, Elder-Dempster Line, about August 31.

To AUSTRALASIAN PORTS (Melbourne, Sydney, Auckland, Wellington, and Dunedin).—*Otira,* New Zealand Shipping Co., about August 20.

To MONTEVIDEO, BUENOS AIRES, AND ROSARIO.—*Hostilius,* Houston Line, about August 15.

To RIO DE JANEIRO, MONTEVIDEO, AND BUENOS AIRES.—*Canadian Spinner,* Canadian Government Merchant Marine, Ltd., about August 10.

To BARBADOS, TRINIDAD, AND DEMERARA.—*Canadian Beaver,* Canadian Government Merchant Marine, Ltd., about August 3.

To KINGSTON (JAMAICA).—*Canadian Sower,* Canadian Government Merchant Marine, Ltd., about August 5.

To ST. JOHN'S, NFLD.—*Canadian Miner,* Canadian Government Merchant Marine, Ltd., about August 25.

To INDIA AND FAR EASTERN PORTS.—*Canadian Pioneer,* Canadian Government Merchant Marine, Ltd., about August 25; *City of Agra,* Ellerman-Bucknalls, about August 30.

From St. John.

To BARBADOS, TRINIDAD, DEMERARA, AND BRITISH WEST INDIES.—*Chaleur,* Royal Mail Steam Packet Co., about August 8.

From Halifax.

To BRITISH WEST INDIES.—*Chaudiere,* Royal Mail Steam Packet Co., about August 6.

From North Sydney.

To ST. JOHN'S, NFLD.—*Sable I.,* Farquhar & Co., Ltd., about August 8.

From Victoria, B.C.

To YOKOHAMA, KOBE, HONG KONG, AND MANILA.—*Tyndareus,* Blue Funnel Line, about August 20.

From Vancouver, B.C.

To AUSTRALIA AND NEW ZEALAND.—*Canadian Exporter,* Canadian Government Merchant Marine, Ltd., about August 5; *Waimarino,* Canadian-Australian Line, about August 8; *Wairima,* Canadian-Australian Line, about August 16.

To YOKOHAMA, KOBE, NAGASAKI, HONG KONG, AND MANILA.—*Tyndareus,* Blue Funnel Line, about August 8.

To YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, AND HONG KONG.—*Empress of Japan,* C.P.O.S., about August 17.

To SHANGHAI, HONG KONG, MANILA, AND SINGAPORE.—*Harold Dollar,* Canadian Robert Dollar Company, about August 10.

To YOKOHAMA, KOBE, MOJI, SHANGHAI, AND HONG KONG.—*Monteagle,* C.P.O.S., about September 14.

To YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, MANILA, AND HONG KONG.—*Empress of Asia,* C.P.O.S. Line, about August 26.

SPARE PUBLICATIONS.

The Department of Trade and Commerce has on hand at present spare copies of a considerable number of publications which it would be glad to forward to any one in Canada desiring them, without charge, so long as the supply lasts. In some cases only single copies are available. Applications from libraries, universities, boards of trade or similar organizations will be given the preference. Applications should be addressed to "The Supplies Branch, Department of Trade and Commerce, Ottawa."

The demand for the spare publications heretofore listed has been very great and the supply in many cases exhausted within a day or so of the publication of the *Weekly Bulletin.*

Correspondents should confine their applications solely to the list given below. If other publications are desired a separate letter should be written.

Annuaire du Canada, 1910.
Canada Grain Act, with Amendments, 1912.
Canadian Economic Commission to Siberia, 1919.
Census of Canada, 1890-91, Vol. 3; 1890-91, Vol. 4; 1901, Vol. 1; Population, 1901, Vol. 3; 1911, Vol. 2, Religious Origins.
Census of the Northwest, 1885.
Census of the Northwest Provinces, Population and Agriculture, 1906.
Census of Statistics Monthly, Vols. 7 and 8, 1914-15; Vols. 9 and 10, 1915-16.
China and Japan, 1914.
Chinese Markets for Canadian Products, 1919.
Coal Fields of Nova Scotia, 1909.
Dominion Elections Act, 1917.
Final Report of the Fuel Controller, 1919.
German War and its Relation to Canadian Trade, 1914.
Grain Inspection in Canada, 1914.
Handbook for Export to South America, 1915.
Imperial Year Book, 1917-18.
Jubilee of Confederation, 1917. (English and French.)
List of Licensed Elevators and Warehouses, 1919.
Report of the Board of Grain Commissioners for Canada, 1917, 1918.
Report on the Need for the Suppression of the Opium Traffic in Casada, 1908.
Royal Commission on Grain Trade in Canada, 1906.
Royal Commission on a Dispute between the Bell Telephone Company and Operators at Toronto, 1907.
Russian Trade, 1916.
Special Trade Commission to Great Britain, France, and Italy, 1916.
The Royal Commission re the Alleged Employment of Aliens by the Père Marquette Railway in Canada, 1905.
Timber Export Trade of Australia, 1917.
Canadian Economic Commission to Siberia, 1919.
Trade after the War, 1916.
Trade with South China, 1919.
Trial Shipments of Buckwheat via Panama Canal to the United Kingdom, 1918.
Wholesale Prices of Canada, 1890-1909, 1910.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

G. B. Johnson, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rua Gonçalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

H. A. Chisholm, Canadian Government Trade Commissioner, 501 and 502, Teniente Rey 11, Havana. Casa de Corres—Apartado 1290. *Cable Address, Cantracom.*

France.

Hercule Barré, Canadian Government, Trade Commissioner, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland and Belgium.

A. Stuart Bleakney, Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

India.

H. R. Poussette, Canadian Government Trade Commissioner, c/o H. M. Trade Commissioner, McLeod House, Dalhousie Square, Calcutta.

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, vie Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; office 50-B Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Westminster House, Adderley Street, Cape Town. *Cable Address, Cantracom.*

South Eastern Europe.

L. D. Wilgress, Canadian Government Trade Commissioner, Athenee Palace Hotel, Bucharest. *Cable Address, Canadian.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commisioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

J. Vernon McKenzie, Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

W. C. Noxon, Director, Overseas Trade Branch of the Department of Trade and Commerce, 1 Regent Street, S.W. 1, Eng. *Cable Address, Canmission.*

United States.

John A. Cooper, Director Dominion Bureau of Information, 1463 Broadway, New York City.

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:
Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:
Valparaiso, British Consul General.

Colombia:
Bogota, British Consul General.

Ecuador:
Quito, British Consul General.
Guayaquil, British Consul.

Egypt:
Alexandria, British Consul General.

France:
Havre, British Consul General.
Marseilles, British Consul General.

India:
Calcutta. Director General of Commercial Intelligence.

Italy:
Genoa, British Consul General.
Milan, British Consul.

Mexico:
Mexico, British Consul General.

Netherlands:
Amsterdam, British Consul.

Panama:
Colon, British Consul.
Panama, British Vice-Consul.

Peru:
Lima, British Vice-Consul.

Portugal:
Lisbon, British Consul.

Spain:
Barcelona, British Consul General.
Madrid, British Consul.

Sweden:
Stockholm, British Consul.

Switzerland:
Geneva, British Consul.

Uruguay:
Monte Video, British Vice-Consul.

Venezuela:
Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 248 St. James Street, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows: H.M. Trade Commissioner, McLeod House, 28 Dalhousie Square, Calcutta, India, that of the Commissioner for the Straits Settlements is: Mr. A. F. G. Anderson, H.M. Trade Commissioner, Singapore, Straits Settlements.

LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE DEPARTMENT OF TRADE AND COMMERCE.

(Revised to September 15, 1919.)

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report *re* Mail Subsidies and Steamship Subventions.
Canada and the British West Indies (1915). (Out of print.)
Canada The Country of the Twentieth Century (1915). (Out of print.)
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Report of the Canadian Economic Commission (Siberia), 1919.
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Russian Trade (1916).
Trade of South China (1919).
Trade with China and Japan (1914).
Timber Import Trade of Australia (1917).
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Toy Making in Canada (1916).
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

BUREAU OF STATISTICS PUBLICATIONS.

Annual Report of the Trade of Canada.
Annual Report on the Coal Trade of Canada (1918).
Annual Report on the Grain Trade of Canada.
Beet Sugar Industry (The), (1908).
Canada Year Book (The), (Annual).
Criminal Statistics (Annual).
Directory of the Chemical Industries in Canada (1919).
Monthly Bulletin of Agricultural Statistics.
Monthly Coal Statistics.
Monthly Cold Storage Statistics.
Monthly Report of the Trade of Canada.
Report of the Fifth Census of Canada:
- Vol. I. 1912, Areas and Population by Provinces, Districts and Sub-districts, with introductions, etc. (Out of print.)
- Vol. II, 1913, Religions, Origins, Birthplace, Citizenship etc.
- Vol. III, 1913, Manufactures, 1911.
- Vol. IV, 1914, Agriculture, 1911 (Out of print.)
- Vol. V, 1915, Forest, Fishery, Fur, etc.
- Vol. VI, 1915, Occupations.

Report on the Census of Industry, 1917:
- Part I. Agricultural Statistics.
- Part II. Dairy Factories.
- Part III. Fisheries.
- Part IV. Section I, Lumber, Lath, Shingles, etc.
- Part IV, Section II, Pulp and Paper.
- Other parts in preparation.

Report of Census of Prairie Provinces (Population and Agriculture), 1916.
Report of Conference on Vital Statistics, June, 1918.
Report of Postal Census of Manufactures, 1916.
Special Report on Foreign Born Population.

VOL. XXIII. AUGUST 9, 1920 No. 862

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

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A Distant View of Bucharest. (*See* page 396.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA
THOMAS MULVEY
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1920

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa. **Monday, August 9, 1920.** **No. 862.**

THE CANADA-WEST INDIES TRADE AGREEMENT

1920

Agreement entered into this eighteenth day of June, Nineteen Hundred and Twenty,

BETWEEN

The Right Honourable Sir George Eulas Foster, Minister of Trade and Commerce, the Honourable Martin Burrell, Minister of Customs and Inland Revenue, the Honourable Charles Colquhoun Ballantyne, Minister of Marine and Fisheries and Minister of the Naval Service, and the Honourable Sir Henry Lumley Drayton, Minister of Finance, representing the Government of the Dominion of Canada,

AND

The Honourable Harcourt Gladstone Malcolm, Speaker of the House of Assembly, representing the Government of the Bahamas Islands;

The Honourable William Lambert Collyer Phillips, Colonial Treasurer, representing the Government of Barbados;

The Honourable Wilfred Edward Jackson, Colonial Secretary, representing the Government of Bermuda;

Captain John McIntosh Reid, Comptroller of Customs, representing the Government of British Guiana;

The Honourable Harold Ernest Phillips, Acting Colonial Secretary, representing the Government of British Honduras;

The Honourable Charles Ernest St. John Branch, Attorney General, representing the Government of Jamaica;

The Honourable Donald McDonald, Member of the Legislative Council, representing the Government of the Leeward Islands;

The Honourable Henry Barclay Walcott, Collector of Customs, repesenting the Government of Trinidad; and

The Honourable Herbert Ferguson, Colonial Secretary, representing the Government of the Windward Islands.

WHEREAS a Conference has been held between the Government of Canada and the Governments of the Colonies above named through their representatives assembled at Ottawa in the present month of June for the purpose of considering the extent to which and the means by which the trade relations between the Dominion and the several Colonies aforesaid can be rendered closer and more intimate, their trade extended and enlarged, and the means of communication between them improved and rendered fully efficient for all purposes; and

WHEREAS the principles upon which the several Governments are enabled to act in the furtherance of this purpose have been fully considered and a determination has been reached:

THEREFORE the Dominion of Canada and the several Colonies aforesaid declare and agree as follows:

TRADE.

Article I. The Dominion of Canada affirms the principle of granting a preference on all goods being the produce or manufacture of any of the Colonies aforesaid imported into Canada, which are now subject to duty or which may be made subject to duty at any future time.

Article II. Subject to the special provisions of Article III, the duties of Customs on all goods (other than tobacco, cigars, cigarettes, and spirituous or alcoholic liquors) being the produce or manufacture of any of the Colonies aforesaid imported into Canada, which are now subject to duty or which may be made subject to duty at any future time, shall not at any time be more than fifty (50) per cent of the duties imposed on similar goods when imported from any foreign country.

Article III. The Dominion of Canada will grant to the articles specified in Schedule 'A,' being the produce or manufacture of any of the Colonies aforesaid, imported into Canada, the preferential treatment indicated in respect of each such article in the said Schedule 'A'.

Article IV. The Colonies aforesaid severally affirm the principle of granting a preference on all goods being the produce or manufacture of Canada imported into such Colonies, which are now subject to duty or which may be made subject to duty at any future time.

Article V. Subject to the special provisions of Articles VI and VII, the duties of customs on all goods (other than tobacco, cigars, and cigarettes) being the produce or manufacture of Canada imported into the Colonies aforesaid, which are now subject to duty or which may be made subject to duty at any future time, shall not at any time be

(*a*) in the case of Barbados, British Guiana, and Trinidad, more than fifty (50) per cent.

(*b*) in the case of British Honduras, the Leeward Islands, and the Windward Islands, more than sixty-six and two-thirds ($66\frac{2}{3}$) per cent.

(*c*) in the case of Bermuda and Jamaica, more than seventy-five (75) per cent, and

(*d*) in the case of the Bahamas more than ninety (90) per cent,

of the duties imposed on similar goods when imported from any foreign country.

Article VI. The Colonies aforesaid will grant to the articles specified in Schedule 'B,' being the produce or manufacture of Canada, imported into the said Colonies, the preferential treatment indicated in respect of each such article in the said Schedule 'B.'

Article VII. In the case of the Bahamas the provisions of Article V (*d*) shall not apply to wines, malt liquors, spirits, spirituous liquors, liquid medicines, and articles containing alcohol.

Article VIII. The Governments of any of the Colonies aforesaid on giving six months' notice may provide that to be entitled to the concessions granted in Articles V and VI the products of Canada shall be conveyed by ship direct without transhipment from a Canadian port into the said Colony or by way of one of the other Colonies entitled to the advantages of this Agreement.

The Government of Canada on giving six months' notice may provide that, to be entitled to the concessions granted in Articles II and III, the products of any of the Colonies aforesaid shall be conveyed by ship direct without transhipment from the said Colony or from one of the other Colonies entitled to the advantages of this agreement into a Canadian port.

Provided that, should the discretion recognized in this Article be at any time exercised by the Government of Canada, provision shall be made, in all contracts entered into with steamships subsidized by the Dominion and the Colonies aforesaid, and plying between ports in Canada and ports in the said Colonies, for an effective control of rates of freight.

Article IX. This Agreement shall not interfere with any existing preference or with the granting of any future preference by the Dominion or by any of the Colonies aforesaid to any other part of the British Empire, or with any existing preference or the granting of any future preference by the said Colonies among themselves.

Steamship Services—Eastern Group.

Article X. The Government of Canada will use its best endeavours to arrange for a mail, passenger and freight steamship service to come into effect as soon as possible, and in any case within three years, between Canada, Bermuda, the Leeward Islands, the Windward Islands, Barbados, Trinidad, and British Guiana, on the following lines:

(1) Steamers shall sail weekly from St. John or Halifax, calling one week on the outward passage at Bermuda, Barbados, Trinidad and British Guiana, and on the homeward passage at Trinidad, Grenada, St. Vincent, Barbados, St. Lucia, Dominica, Montserrat, Antigua, Nevis, St. Kitts and Bermuda; on alternate weeks calling on the outward passage at Bermuda, St. Kitts, Nevis, Antigua, Montserrat, Dominica, St. Lucia, Barbados, St. Vincent, Grenada, Trinidad, and British Guiana, and on the homeward passage at Trinidad, Barbados, and Bermuda.

(2) The steamers shall be from 5,000 to 6,000 tons gross, capable of maintaining an ocean speed of 12 knots, and providing accommodation for 100 first class, 30 second class, and 100 steerage or deck passengers, and shall be provided with 'tween decks.

Article XI. The Government of Canada will stipulate in any contract entered into for such steamship service that:—

(1) There shall be reasonable proportionate allocation of passenger and cargo accommodation between the Colonies mentioned in Article X.

(2) There shall be no unfair differentiation in rates of freight against the smaller Colonies as compared with the rates to larger Colonies situated at a similar distance from St. John or Halifax.

(3) The steamers shall be so constructed that, so far as the traffic warrants, cold storage shall be provided if this can be secured without unreasonable additional cost.

Article XII. If a subsidized steamship service is arranged for, the Government of Canada will endeavour to secure the co-operation of the owners of such steamship service towards the provision of hotels and bungalows in the Colonies, the Governments of the Colonies being prepared on their part to offer such facilities as may be practicable, both as regards sites and financial assistance.

Article XIII. The representatives of the Colonies mentioned in Article X undertake to recommend to their Governments that these Governments shall contribute towards such subsidized steamship service, when established, in the following amounts annually:

Barbados	not less than	£ 5,000
Bermuda	"	2,000
British Guiana	"	7,500
Leeward Islands	"	2,500
Trinidad	"	7,500
Windward Islands	"	2,500
		£27,000

Article XIV. Pending the establishment of such service the Government of Canada will use its best endeavours to maintain a fortnightly service on the existing lines and to supplement it with such additional freight or passenger and freight vessels as the trade may require.

Steamship Services—Western Group.

Article XV. The Government of Canada, subject to the adoption by the Governments concerned of the recommendations embodied in Article XVI, undertakes to provide as soon as possible, and in any case not later than the 1st January, 1921, a fortnightly freight, mail and passenger steamship service between Canada, the Bahamas, Jamaica, and British Honduras, on the following lines:—

(1) The steamers shall not be less than 3,500 long tons dead weight, shall have an ocean going speed of not less than 10 knots, and shall have accommodation for from 15 to 20 first-class passengers, and shall be provided with 'tween decks, and, so far as the traffic warrants, with cold storage if this can be secured with reasonable cost.

(2) The steamers shall sail from such Canadian ports as freight conditions require and shall proceed to Belize in British Honduras, calling at Nassau in the Bahamas, and at such port or ports in Jamaica as may be necessary, and shall call on the return voyage at such port or ports in Jamaica as may be necessary, and at Nassau.

Article XVI. The representatives of the Colonies mentioned in Article XV undertake to recommend to their Governments that these Governments shall, if the service proves unremunerative, contribute twenty-five (25) per cent of any loss; provided that the amounts contributed shall not exceed, in the case of the Bahamas, the sum of £3,000 per annum, in the case of British Honduras, the sum of £5,000 per annum, and in the case of Jamaica the sum of £5,000 per annum.

Article XVII. This Agreement shall be subject to the approval of the Parliament of Canada and of the Legislature of each of the Colonies aforesaid, and of the Secretary of State for the Colonies. Upon such approval being given, the Agreement shall be brought into force at such time as may be agreed upon between the Governments of Canada and of the Colonies aforesaid by Proclamation to be published in the *Canada Gazette* and in the Official Gazette of each of the said Colonies.

Article XVIII. This Agreement shall remain in force for ten years after the Proclamation aforesaid and thereafter until terminated by twelve months' written notice given either by the Government of Canada, or by the Government of any of the Colonies aforesaid, but in the latter case the Agreement shall remain in full force and affect as to any of the other Colonies which have not given such notice.

In Witness Whereof the representatives of the Government of Canada and of the Governments of the Colonies aforesaid have signed this Agreement.

Done at Ottawa this 18th day of June, 1920, in a single copy which will be deposited in the Archives of the Government of Canada and of which authenticated copies will be transmitted by the Government of Canada to the Governments of each of the Colonies aforesaid.

George E. Foster,
Martin Burrell,
C. C. Ballantyne,
H. L. Drayton,
Harcourt Malcolm,
W. L. C. Phillips,
(per H. B. G. Austin, Acting Delegate),
W. E. Jackson,
J. M. Reid,
H. E. Phillips,
E. St. J. Branch,
Donald McDonald,
H. B. Walcott,
Herbert Ferguson.

SCHEDULE 'A.'

CANADIAN TARIFF.

Item No.	Article.	—	Preference.
135	Sugar	Degrees of Polarization	per 100 lbs. $ cts.
		Not exceeding 76	0 46·080
		Exceeding 76 and not exceeding 77	0 47·616
		" 77 " 78	0 49·152
		" 78 " 79	0 50·688
		" 79 " 80	0 52·224
		" 80 " 81	0 53·760
		" 81 " 82	0 55·296
		" 82 " 83	0 56·832
		" 83 " 84	0 58·560
		" 84 " 85	0 60·288
		" 85 " 86	0 62·016
		" 86 " 87	0 63·744
		" 87 " 88	0 65·664
		" 88 " 89	0 67·584
		" 89 " 90	0 69·888
		" 90 " 91	0 72·192
		" 91 " 92	0 74·496
		" 92 " 93	0 76·800
		" 93 " 94	0 79·104
		" 94 " 95	0 81·408
		" 95 " 96	0 83·712
		" 96 " 97	0 86·016
		" 97 " 98	0 88·320
		" 98 " —	0 96·000

The Customs Tariff of Canada shall be amended so as to provide that sugar above number 16 Dutch Standard in colour when imported by a recognized sugar refiner, for refining purposes only, upon evidence satisfactory to the Minister of Customs, shall not be subject to these duties, *i.e.*, the duties on sugar over No. 16 Dutch Standard, specified in item 134 of the Canadian Tariff.

The Canadian Government failing the adoption of the polariscope standard for tariff classification, will use its best endeavours to establish a more stable colour standard than the present Dutch Standard.

Provided that sugar as defined under item 134 shall receive a preference of not less than 25 per cent of the duty charged on foreign sugar.

Cocoa beans, not roasted, crushed or ground (per 100 lbs.).. .. .. A preference of $1.50.

Lime Juice, raw and concentrated, not refined (per gallon).. .. .. A preference of 10 cents.

Limes, fresh.. .. .. Free, as against general tariff of 15 per cent *ad valorem*.

Arrowroot, per lb.. .. .. A preference of one cent.

Cocoanuts, per 100 (Imported direct to a Canadian port).. .. .. Free, as against general tariff of seventy-five cents.

Cocoanuts, n.o.p.. .. .. A preference of 50 cents per 100.

Grape Fruit.. .. .. A preference of fifty cents per 100 lbs.

Rum.. .. .. A preference of 60 cents per gallon of the strength of proof.

Onions.. .. .. Free as against a general tariff of 30 per cent *ad valorem*.

SCHEDULE 'B.'

Flour	Preference of not less than one shilling per barrel or bag of 196 lbs.
Spirits, i.e., Brandy, Gin, Rum, Whisky, unenumerated, potable, if tested	Preference of not less than 2/6 per gallon of the strength of proof.
Spirits, perfumed, unenumerated, potable, if not tested	Preference of not less than 2/6 per liquid gallon.
Wine, beer, and ale	Duty not to exceed four-fifths of full rate.

DECLARATION RESPECTING CABLE COMMUNICATIONS SUPPLEMENTARY TO THE CANADA-WEST INDIES TRADE AGREEMENT, 1920.

With a view to the further promotion of the purposes of the Canada-West Indies Trade Agreement of even date the representatives of the Government of Canada, and of the Colonies named in the agreement will recommend for the favourable consideration of their respective Governments that direct British owned and British controlled cables should be laid as soon as possible, without waiting for the termination of the Agreement with the West Indian and Panama Telegraph Company, to connect Bermuda with Barbados, Trinidad, British Guiana, the Windward Islands, the Leeward Islands, and Turks Island or Jamaica.

The Government of Canada will institute inquiries as soon as practicable as to the possibility of arranging for the laying of such cables and will communicate the results of these inquiries to the Governments of the Colonies.

George E. Foster,
Martin Burrell,
C. C. Ballantyne,
H. L. Drayton,
Harcourt Malcolm,
W. L. C. Phillips,
(per H. B. G. Austin, Acting Delegate),
W. E. Jackson,
J. M. Reid,
H. E. Phillips,
E. St. J. Branch,
Donald McDonald,
H. B. Walcott,
Herbert Ferguson.

Ottawa, 18th June, 1920.

OVERSEAS TRADE OF THE UNITED KINGDOM FOR THE SIX MONTHS ENDED JUNE, 1920.

Trade Commissioner Harrison Watson.

London, July 13, 1920.—While the trade figures for June which are issued by the Board of Trade at the same time as the half-year's statistics are a little disappointing, in so far that the steady growth in the value of British exports which has continued since February is slightly interrupted, and the import figures show an increase of about £4,000,000 over May, the course of foreign trade appears to be fairly satisfactory.

TRADE PROSPECTS AND COURSE OF PRICES.

Business generally is, however, rather inclined to halt, and although the prices of many articles of food and certain other materials still rise, there is a general impression that the peak in most commodities has been reached—at least there is a marked falling-off in activity in a number of branches of trade.

It is stated that the public are not buying many luxuries which they purchased freely after the armistice, and that even as regards necessaries there is an inclination to limit demands to actual requirements.

It is thought that a return to more normal conditions is about due, and this attitude, combined with the action of the banks in restricting credits, has caused merchants to cut down the volume of their orders, and in some cases to cancel them.

It is true that there seems no reason to anticipate a drop in the prices of certain foodstuffs, which in some cases seem indeed more likely to temporarily go up than down, but the position as regards many other commodities, including certain necessaries, has substantially altered, in so far that whereas a few months ago short supplies were the cause of abnormal prices, at the present time there are known to be very large stocks in this country of many goods for which no active sale can be found.

However, in spite of what the immediate future may bring forth, it is certain that most prices have increased heavily since the beginning of the year. According to the official *Labour Gazette*, the cost of living to the working classes (food, rent, clothing, fuel and light), which on the 1st January, 1920, stood at 125 per cent over July, 1914, and on the 1st May, 141 per cent, reached 150 per cent by the 1st June; while the cost of food alone, based upon retail prices in the United Kingdom, increased from 146 per cent on the 1st May, to 155 per cent on the 1st June.

The steady advance in price of both foodstuffs and raw materials is further illustrated by the record of one of the index number systems. This shows that the index number of a list comprising 20 standard articles of food, rose from 286·1 on 1st January, 1920, to 329·1 on 1st June; and another list embracing 20 materials covering all industries advanced from 307·8 on the 1st January, to 317·6 on the 1st June, and the total index number (food and materials) went up between the same dates from 296·9 to 323·4.

TRADE STATISTICS FOR THE HALF-YEAR.

The official totals of the overseas trade of the United Kingdom are as follows, and in conformity with custom, these are shown in contrast with similar returns for 1919 and 1913:—

	Six months ended June, 1920	Six months ended June, 1919.	Six months ended June, 1913.
Imports	£1,033,334,684	£716,787,426	£378,748,000
Exports (British)	637,466,884	334,756,132	257,060,551
Re-exports	135,891,048	55,434,295	59,050,834
	£1,806,692,616	£1,106,977,853	£694,857,385

It must once again be repeated that present values are greatly swollen by enhanced prices, and that no idea of the actual volume of trade can be obtained in the absence of particulars of weights. In this connection the Board of Trade duly published a special memorandum recording the tonnage of goods imported and exported during the first quarter of the present year, and it is likely that a similar notification will be issued respecting the six months now under review. In the meantime, however, it is useful to reproduce the following table comparing the first quarter of this year with that of 1913, more especially as it seems probable that the results for the half year will be somewhat similar and show that the tonnage is really still far below that of pre-war level:—

Estimated Weight of Imports and Exports, January-March.

	1913. tons.	1920. tons.	1920 per cent of 1913.
Total imports	12,456,000	9,744,000	78.2
Re-exports	482,000	493,000	102.3
British exports	21,655,000	12,231,000	56.5

EXCESS OF IMPORTS OVER EXPORTS.

Reference has already been made to the June figures, which are included in the following statement giving the imports and total exports month by month, supplemented by the excess of imports over exports:—

Month.	Imports.	Exports (Total).	Excess of Imports over Exports.
January	£ 183,498,388	£131,344,386	£ 52,154,002
February	170,514,272	108,567,919	61,946,353
March	176,647,515	130,730,738	45,916,777
April	167,154,309	126,659,111	40,495,198
May	166,333,816	139,579,500	26,754,316
June	170,491,230	136,476,278	34,014,952
	£1,034,639,530	£773,357,932	£261,241,598

This affords the most practical illustration of the course of trade, and it will be seen that the general result is that the "adverse balance", which amounted to £261,241,598, is a considerable improvement in comparison with the £327,986,768 of 1919, but still abnormal against the £62,500,000 of 1913.

The position, however, is not really as bad as it looks, because much of the deficit is covered by the so-called "invisible exports" in the shape of freights, interest on foreign securities, insurance services, etc., which, according to an official statement, amounted during the year 1919 to some £570,000,000, and reduced the adverse balance for the year from some £670,000,000 to £100,000,000.

IMPORTS.

Upon reference to the Board of Trade summaries which are reproduced hereafter, it will be seen that of the increase of £58,269,789 in "Food, Drink, and Tobacco" compared with 1919, grain and flour represent nearly £35,000,000. Upon the other hand there was a heavy fall in receipts of meat.

The chief growth, however, is in "Raw materials and articles mainly unmanufactured"—aggregating £170,676,493—and "Raw cotton and cotton waste" account for the bulk of the increase, i.e., £108,914,619. As a matter of fact there are increases in almost each item, but these are largely due to higher prices.

There is also recorded a heavy expansion in wholly manufactured goods, which is a subject of adverse criticism. Although the rise is very general, noteworthy items are "Paper and Cardboard"—which to some extent, notably in the case of newsprint, may

be almost regarded as raw material—and an advance of £10,500,000 in "Vehicles", which is mainly covered by automobiles, and results from the tie-up of the United Kingdom industry caused by the long drawn-out moulders' strike, which retarded home production and necessitated persons seeking immediate delivery to import from the United States.

EXPORTS.

Turning to exports, it is satisfactory to observe that the increase is again mainly in "manufactured goods", and largely attributable to textiles, although iron and steel products and machinery show considerable advances.

SUMMARIES OF IMPORTS AND EXPORTS.

The particulars already referred to of Imports and Exports of Produce and Manufactures of the United Kingdom, as distinctive from Re-exports, are reproduced according to the classification adopted by the Board of Trade for the first six months of the present year, and also of 1913 and 1919, and are as follows:—

SUMMARIES OF IMPORTS AND EXPORTS.

Imports (Value C.I.F.)

Six months ended 30th June.

I. *Food, Drink and Tobacco*—	1913.	1919	1920.
A. Grain and flour	£ 40,240,819	£ 59,140,587	£ 94,107,544
B. Feeding stuffs for animals	2,693,206	3,125,354	4,775,038
C. Meat	27,517,638	87,865,148	70,647,990
D. Animals, living, for food	133,028	.....	—
E. Other food and drink—			
(1) Non-dutiable	39,066,791	76,255,167	90,117,803
F. (2) Dutiable	25,962,514	81,436,068	100,080,452
G. Tobacco	3,191,348	17,426,727	21,862,013
Total, Class I.	£138,805,344	£325,249,051	£381,518,840
II. *Raw Materials and Articles mainly Unmanufactured*—			
A. Coal	£ 111	£ 30	—
B. Other non-metallic mining and quarry products and the like	1,509,377	2,585,105	£ 4,683,412
C. Iron ore and scrap	4,064,330	5,351,213	9,848,770
D. Non-ferrous metalliferous ores and scrap	6,462,174	8,007,543	9,071,857
E. Wood and timber	11,887,058	21,596,328	31,513,870
F. Raw cotton and cotton waste	32,534,724	75,012,160	183,926,859
G. Wool, raw and waste, and woollen rags	26,146,419	56,444,665	51,573,524
H. Silk, raw, knubs and noils	562,855	1,322,329	2,373,012
I. Other textile materials	10,559,999	10,724,192	22,182,596
J. Oil seeds, nuts, oils, fats, resins and gums	14,415,814	30,235,706	46,493,032
K. Hides and skins, undressed	7,936,173	14,584,369	22,132,871
L. Paper-making materials	2,684,621	6,394,111	14,424,990
M. Rubber	13,051,464	14,824,593	14,787,716
N. Miscellaneous, raw materials and articles mainly unmanufactured	6,170,826	6,545,280	11,291,628
Total, Class II.	£137,985,945	£253,627,624	£424,304,117

UNITED KINGDOM IMPORTS.—*Continued.*

III. *Articles wholly or mainly Manufactured*—			
A. Coke and manufactured fuel	£ 20,216	.....	£ 5,759
B. Earthenware, glass, abrasives, etc.	2,624,479	£ 801,217	5,356,422
C. Iron and steel and manufactures thereof	7,955,975	5,106,657	9,728,830
D. Non-ferrous metals and manufactures thereof	15,398,996	18,906,053	20,949,090
E. Cutlery, hardware, implements, and instruments	3,126,620	3,990,520	5,454,231
F. Electrical goods and apparatus	746,129	666,147	594,468
G. Machinery	3,754,233	7,557,187	9,215,542
H. Manufactures of wood and timber.	1,746,276	1,898,253	3,644,182
I. Cotton yarns and manufactures	4,577,986	1,985,920	4,847,629
J. Woollen and worsted yarns and manufactures	5,267,121	521,425	9,204,636
K. Silk and silk manufactures	7,428,662	11,150,136	19,848,287
L. Manufactures of other textile materials	5,157,567	4,247,587	13,562,924
M. Apparel	5,686,095	3,021,857	9,052,772
N. Chemicals, drugs, dyes and colours.	6,764,414	9,659,458	16,980,353
O. Oils, fats, and resins, manufactured	6,322,878	23,181,506	33,089,566
P. Leather and manufactures thereof.	5,803,585	12,611,430	14,284,232
Q. Paper and cardboard	3,694,712	4,012,854	14,243,487
R. Vehicles (including locomotives, ships and aircraft)	2,933,656	3,603,728	14,119,084
S. Rubber manufactures	1,848,582	1,034,053	3,357,164
T. Miscellaneous articles, mainly or wholly manufactured	9,756,799	21,651,583	18,497,851
Total, Class III	£100,614,981	£135,607,571	£226,037,509
IV. *Animals, not for food*	£229,161	£275,208	£188,031
V. *Parcel Post, non-dutiable articles*	£1,110,569	£2,027,972	£1,286,187
Total	£378,746,000	£716,787,426	£1,033,334,684

British Exports (Value F.O.B.)

Six months ended 30th June.

I. *Food, Drink and Tobacco*—	1913.	1919.	1920.
A. Grain and flour	£ 1,202,158	£ 1,815,657	£ 1,603,011
B. Feeding stuffs for animals	1,107,120	213,609	529,851
C. Meat	552,733	298,895	457,728
D. Animals, living for food	29,164	10	—
E. and F. Other food and drink	9,736,934	9,167,173	18,200,956
G. Tobacco	1,510,556	1,890,550	4,529,975
Total, Class I	£ 14,138,665	£ 13,385,894	£ 25,321,521
II. *Raw Materials and Articles mainly Unmanufactured*—			
A. Coal	£ 24,485,410	£ 34,996,347	£ 54,900,469
B. Other non-metalliferous mining and quarry products and the like	472,877	396,104	965,952
C. Iron ore and scrap	220,947	111,526	398,217
D. Non-ferrous metalliferous ores and scrap	83,389	17,695	1,059,331
E. Wood and timber	169,601	439,597	604,218
F. Raw cotton and cotton waste	.....	.....	2,117,959
G. Wool, raw and waste, and woollen rags	2,157,491	1,873,323	6,009,447
H. Silk, raw, knubs and noils	57,334	16,110	73,034
I. Other textile materials	188,533	239,722	397,979
J. Oil seeds, nuts, oils, fats, resins, and gums	1,358,354	3,574,584	6,999,842
K. Hides and skins, undressed	1,042,084	661,764	3,051,856
L. Paper-making materials	481,513	318,100	1,339,097
M. Rubber	.....	87,792	277,475
N. Miscellaneous raw materials, etc.	1,631,084	1,906,804	3,618,826
Total, Class II	£ 22,348,617	£ 44,639,468	£ 81,813,702

III. *Articles wholly or mainly Manufactured*—			
A. Coke and manufactured fuel	£ 1,353,842	£ 3,227,168	£ 9,717,282
B. Earthenware, glass, abrasives, etc.	3,820,980	3,635,216	7,518,158
C. Iron and steel and manufactures thereof	28,479,820	27,377,708	57,707,485
D. Non-ferrous metals and manufactures thereof	6,386,339	4,631,200	13,451,588
E. Cutlery, hardware, implements, and instruments	3,524,761	3,496,493	5,810,125
F. Electrical goods and apparatus	2,682,811	2,156,918	5,246,130
G. Machinery	16,867,776	11,893,415	23,822,933
H. Manufactures of wood and timber	957,551	399,854	1,128,901
I. Cotton yarns and manufactures	63,135,512	104,463,758	195,536,465
J. Woollen and worsted yarns and manufactures	17,721,371	40,736,035	68,803,315
K. Silk and silk manufactures	935,467	1,621,028	2,725,844
L. Manufactures of other textile materials	7,959,051	10,727,186	23,252,855
M. Apparel	10,146,071	10,406,341	22,345,279
N. Chemicals, drugs, dyes and colours	10,629,402	12,973,231	18,972,213
O. Oils, fats, and resins, manufactured	2,289,317	5,425,315	8,149,238
P. Leather and manufactures thereof	2,552,518	2,114,603	7,010,938
Q. Paper and cardboard	1,888,828	2,064,443	4,535,653
R. Vehicles (including locomotives, ships and aircraft)	10,695,721	4,298,478	18,625,589
S. Rubber manufactures	1,639,755	3,348,241	5,636,313
T. Miscellaneous articles, mainly or wholly manufactured	12,176,201	16,301,889	21,707,355
Total, Class III	£205,843,095	£271,298,520	£521,703,659
IV. *Animals, not for food*	£ 788,670	£ 507,756	£ 1,902,700
V. *Parcel Post*	£ 3,941,504	£ 4,924,494	£ 6,725,302
Total	£257,060,551	£334,756,132	£637,466,884

STATISTICS OF IMPORTS OF CERTAIN COMMODITIES, CHIEFLY AGRICULTURAL, OF INTEREST TO CANADA.

It seems advantageous to repeat that while detailed statistics showing country of origin of imports of manufactured goods and also of many raw materials are not issued until the publication of the Annual Statement of Trade of the United Kingdom, the Board of Trade includes in each Monthly Statement unrevised figures relating to grain, provisions, etc., and certain raw materials.

Following our usual custom, a table has been prepared giving the returns respecting a number of commodities which Canada exports to the United Kingdom.

When dealing with the totals for the past year, 1919, it was thought interesting to compare the position with that shown for the year 1913, but upon the present occasion a reversion has been made to the usual practice of comparing the present half year with that of the previous year.

It will be noted that whereas the total imports of most of these lines has considerably increased, there has been a great falling off in Canadian contribution in almost every article, a notable exception being cheese.

Owing to a radical alteration in the classification of timber exports, it is impossible to make any comparison with the first half of 1919.

TABLE SHOWING THE TOTAL IMPORTS AND RECEIPTS FROM CANADA OF CERTAIN AGRICULTURAL PRODUCTS INTO THE UNITED KINGDOM DURING THE HALF YEARS ENDED 30TH JUNE, 1920 AND 1919.

	1919.		1920.	
	Quantity. cwts.	Value. £	Quantity. cwts.	Value. £
1. *Wheat*—				
Total imports	29,960,900	28,044,823	42,288,500	54,544,723
Argentina	903,100	847,394	19,509,300	23,245,793
Australia	1,250,300	1,166,818	13,250,400	11,732,326
United States	19,013,200	17,811,721	11,851,100	14,732,902
Canada	8,767,800	8,194,272	3,551,600	4,687,213

CANADIAN IMPORTS AND RECEIPTS (UNITED KINGDOM).—*Continued.*

	1919. Quantity. cwts.	1919. Value. £	1920. Quantity. cwts.	1920. Value. £
2. *Wheat Meal and Flour*—				
Total imports	8,172,570	11,836,773	5,222,118	9,087,818
United States	5,811,470	8,433,297	3,494,400	6,178,468
Australia	312,800	434,430	692,600	1,098,442
Argentina	.....	.....	156,318	188,098
Canada	1,970,500	2,859,561	878,200	1,621,880
3. *Barley*—				
Total imports	2,738,700	2,808,080	4,188,000	5,062,115
United States	1,848,200	1,949,721	2,339,500	2,899,350
Canada	688,700	654,080	751,100	842,589
4. *Oats*—				
Total imports	1,740,300	1,743,948	2,517,200	2,378,693
Argentina	401,400	406,625	2,302,400	2,157,324
United States	610,900	594,585	129,800	130,822
Canada	249,300	219,828	47,800	49,941
5. *Bacon*—				
Total imports	4,460,039	39,014,047	2,939,911	26,157,308
United States	3,345,642	29,107,669	2,009,941	17,548,735
Denmark	.....	.....	268,908	2,683,555
Canada	1,071,293	9,539,154	628,681	5,645,030
6. *Hams*—				
Total imports	923,622	8,023,414	150,558	1,381,149
United States	891,438	7,745,061	125,068	1,148,349
Canada	30,032	260,133	20,519	181,849
7. *Butter*—				
Total imports	1,001,006	12,560,290	1,057,785	14,745,747
Denmark	34,649	465,113	436,171	6,300,790
New Zealand	307,045	3,760,938	239,884	3,312,452
Victoria	165,291	2,082,665	71,458	938,731
New South Wales	80,735	1,014,603	70,234	927,845
Argentina	213,627	2,690,182	53,341	712,885
United States	174,192	50,794	2,213,582	678,480
Netherlands	1,628	20,609	45,761	640,279
Canada	9,330	114,764	24,477	351,417
8. *Cheese*—				
Total imports	763,099	5,485,656	1,310,853	9,607,522
New Zealand	481,534	3,288,053	699,000	5,104,455
Netherlands	78,877	665,468	100,290	627,133
United States	4,443	34,219	67,271	475,297
Australia	94,168	709,002	56,718	410,405
Canada	83,923	639,134	287,548	2,280,578
9. *Eggs*—	Gt. Hunds.		Gt. Hunds.	
Total imports	2,465,586	3,539,938	3,049,668	4,485,423
Denmark	477,735	771,445	1,548,209	2,613,910
Egypt	698,776	867,656	565,398	596,073
United States	690,045	1,120,574	232,766	385,010
Canada	435,091	580,763	67,048	113,276
10. *Canned Salmon*—	Cwt.		Cwt.	
Total imports	765,791	5,366,252	499,450	4,155,384
United States	304,942	1,875,177	239,351	1,914,040
Origin not stated	123,540	1,210,820	185,456	1,671,137
Canada	337,309	2,280,255	74,643	570,207
11. *Lobsters*—				
Total imports	9,168	166,010	6,809	162,261
Newfoundland	82	1,144	20	416
Canada	9,086	164,866	6,757	161,525
12. *Oil seeds, Flax or Linseed*—	Qrs.		Qrs.	
Total imports	1,151,553	7,514,593	190,163	8,688,108
Argentina	323,427	1,987,926	136,738	5,777,630
British East Indies	798,385	4,940,927	34,927	1,604,615
Canada	24,013	477,448	2,143	213,540

CANADIAN IMPORTS AND RECEIPTS (UNITED KINGDOM).—*Concluded.*

	1919. Quantity. cwts.	1919. Value. £	1920. Quantity. cwts.	1920. Value. £
13. *Wood, hewn, hard, except Mahogany*—	Cu. ft.		Cu. ft.	
Total imports	Figures kept differently.		1,074,502	682,439
Origin not stated	.....	.....	400,119	316,694
United States	.....	.....	285,573	153,989
British East Indies	.....	.....	105,303	109,564
Sweden	.....	.....	38,454	12,020
Canada	.....	.....	204,724	79,866
14. *Wood, hewn, soft*—			Loads.	
Total imports	Figures kept differently.		80,103	1,102,689
United States	.....	.....	43,861	630,565
Sweden	.....	.....	19,673	221,885
Norway	.....	.....	9,130	104,269
Canada	.....	.....	4,667	88,674
15. *Timber, sawn, hard, except Mahogany*—	Cu. ft.		Cu. ft.	
Total imports	Figures kept differently.		6,737,834	4,603,758
United States	.....	.....	3,368,477	2,102,278
British East Indies	.....	.....	1,532,336	1,609,833
Origin not stated	.....	.....	668,826	545,828
Russia	.....	.....	52,924	13,936
Germany	.....	.....	32,362	18,926
Canada	.....	.....	1,056,522	301,822
16. *Timber, sawn, soft*—				
Total imports	Figures kept differently.		1,283,436	15,956,584
Sweden	.....	.....	543,921	6,435,605
Russia	.....	.....	180,742	1,943,162
United States	.....	.....	159,697	2,874,177
Norway	.....	.....	89,114	1,146,665
Canada	.....	.....	290,359	3,324,672
17. *Wood-pulp, mechanical, wet*—	Tons.		Tons.	
Total imports	187,934	1,590,111	217,865	2,781,722
Norway	150,482	1,277,875	175,671	2,080,178
Sweden	27,683	231,712	28,767	440,565
Canada	5,670	47,984	10,460	208,270

BRITISH CROP OUTLOOK.

Trade Commissioner Harrison Watson.

July 15, 1920.—The encouraging prospects for the principal British crops which were given both in the Monthly Report of the Ministry of Agriculture and the special report made by the London *Times* covering the position on the 30th June, must unfortunately be somewhat affected by the abnormal period of heavy rain which ushered in the month of July and lasted for nearly ten days, because while benefit will have been accrued to some of the crops, the result in others and more particularly in the hay—which in many districts still lay on the ground—must inevitably be disadvantageous.

However, it is certain that June was a favourable month both for crops and for farm work, and that the corn crops generally made considerable improvement.

The position on the whole is illustrated by the following table published by the *Times*, based upon the reports of correspondents covering all sections of the United Kingdom, which shows that the outlook is not only greatly superior to the poor conditions which prevailed at the same date last year but, in several cases equalize and exceed the situation which existed in 1918, when one of the best harvests on record was experienced.

SCHEDULE SHOWING THE CONDITION OF PRINCIPAL CROPS IN GREAT BRITAIN ON JULY 1, 1920, COMPARED WITH FIVE PREVIOUS YEARS AND THE TEN YEARS' AVERAGES (1910-19) AT THE SAME DATES:—

July 1	Wheat.	Barley.	Oats.	Beans.	Potatoes.	Roots. (except mangels).
1915..	91.7	80.6	78.6	84.5	87	—
1916..	87.4	88.6	86	94	89.7	87.2
1917..	85.8	86.8	82.8	68.5	96.2	85.5
1918..	96.2	90.25	88.32	92.03	91.58	71.46
1919..	83.25	71.4	69.07	81.07	72.79	62.86
1920..	91.97	90.4	87.19	94.98	93.01	86.46
Ten years' averages..	90.2	85.87	82.66	86.88	88.86	81.73

At the same time it is useless to deny that there is a marked reduction in the area under *wheat*, attributed to the hesitation of the Government to arrive at a decision about prices, which resulted in the substitution of *barley* in many districts.

So far, *beans* more especially, and also *peas*, promise to be the finest crops this year.

Roots are still a doubtful quantity, but the recent rains cannot fail to have improved a situation that formerly was distinctly unpromising.

As regards *small fruits*, the yield has been poor, and while the prospects for *plums* remain good, there will certainly be a great scarcity of *apples*.

FUTURE SHORTAGE OF EGGS IN GREAT BRITAIN.

Trade Commissioner J. E. Ray.

Manchester, July 16, 1920.—It is generally believed by egg importers in Manchester that a serious shortage of eggs may be confidently expected during the coming winter. Rather too optimistic estimates of supplies were prevalent in the spring, as is obvious from reports now to hand regarding the resources of foreign exporters to Great Britain.

It is well known that, in pre-war days, Russia was the main source of Great Britain's imports, over 12,453,000 gt. hundreds emanating from that country in 1913. By 1917 that quantity had declined to 58,845 gt. hundreds, and to nil in 1918 and 1919. There is no indication at present that British importers may anticipate with confidence a renewal of supplies from that fertile source of bygone years.

With regard to Denmark, it is contended that British importers may expect even smaller consignments than were forthcoming last year, which were only 1,638,067 gt. hundreds compared with 4,264,943 gt. hundreds in 1913. It is stated, furthermore, that United States buyers have heavily purchased pickled eggs in Denmark, thus augmenting the price against prospective British buyers.

The Food Controller is cognizant of the situation, and he has given notice to the traders in Great Britain, so that they may be guided in making contracts, that it will probably be necessary to reimpose maximum prices on eggs, which cannot be materially lower than those authorized under the Eggs (Prices) Order of 1919.

Importers are naturally hoping that exports from Canada will be on an even larger scale than last year, when record consignments were received. Of the total imports of 5,644,395 gt. hundreds, 1,476,962 gt. hundreds came from Canada, which quantity compared with only 1,950 gt. hundreds in 1913. Canada's chief competitors last year were Denmark, which country shipped 1,638,067 gt. hundreds, and the United States, from which country 1,408,606 gt. hundreds were received.

In conclusion, it may be stated here as an indication of both demand and shortage, that Great Britain's total imports of eggs last year were only 5,644,395 gt. hundreds compared with 21,579,950 gt. hundreds in the last pre-war year, 1913.

SEED PRICES IN ENGLAND.

Mr. Harrison Watson, Canadian Government Trade Commissioner, London, Eng., cables August 3: "Prices timothy, alsike and red clover nominal."

With reference to this cablegram, Mr. Grant S. Peart, Chief of the Markets Intelligence Division of the Seeds Branch of the Department of Agriculture, makes the following statement:—

The seed market at London seems to be quiet chiefly as the result of two conditions, first seasonal; the seeding season being over, purchases are not cash buying for speculative purposes and optional purchases for future deliveries. The second condition would seem to be the result of a general downward tendency of seed prices. The seed markets of the world are largely in sympathy with markets for other commodities.

BRITISH GOVERNMENT SUSPENDS CONTROL OF APPLE PRICES.

Mr. Harrison Watson, Canadian Trade Commissioner in London, England, cables as follows:—

"The British Government has suspended control of apple prices from first of August to fifteenth of November, when the maximum price to consumers will be ten pence per pound."

COMMONWEALTH OF AUSTRALIA PUBLIC DEBT.

Trade Commissioner D. H. Ross, Melbourne, Australia, sends under date June 23, the following details of the public debt of Australia:—

The public debt of the Commonwealth on 31st March, stood at £345,120,007, against £350,001,507 on 31st December, 1919, or a decrease of £4,881,500. The total debt includes £207,649,990 outstanding on account of war loans raised within Australia, which compares with the amounts at 31st December and 30th September, 1919, as follows:—

	Sept. 30. 1919.	Dec. 31. 1919.	March 31. 1920.
Total raised	£212,470,700	£213,405,030	£213,489,620
Less cancelled	4,926,160	5,465,390	5,839,630
	£208,544,540	£208,029,640	£207,649,990

These figures show that during the March quarter £374,240 was employed in repurchases, against £539,230 in the December quarter and £908,020 in the September quarter. The corresponding amount for the March quarter 1919, was £802,280. The total Commonwealth debt at 31st March compares with that at 31st December as follows:—

	Dec. 31. 1919.	March 31. 1920.
War loans in Australia	£208,029,640	£207,649,990
War savings certificates	5,450,728	5,350,392
War savings stamps	18,458	12,926
War loan from United Kingdom Government	49,082,059	49,082,059
Accrued deferred pay A.I.F.	5,500,000	800,000
Indebtedness to United Kingdom Government for maintenance, etc., of A.I.F., to June 30, 1919	37,139,000	37,139,000
	£305,219,885	£300,034,367
Inscribed stock and Treasury bills	12,636,892	12,940,910
Northern Territory loans and Oodnadatta railway loans taken over from South Australia	4,192,111	4,192,111
Value of properties transferred from States	11,202,619	11,202,619
Loans raised for States	16,750,000	16,750,000
	£350,001,507	£345,120,007

TRADE NOTES FROM AUSTRALIA.

Trade Commissioner D. H. Ross.

Australian Demand for Carpets.

Melbourne, June 23, 1920.—There is now an exceptionally strong demand in Australia for woollen and other carpets—squares, mats and runners—but preferably for those of wool. Fibre carpets are also in short supply, but while some of these have been imported from America, it has been found that better values can be obtained from Japan and other Eastern countries. British manufacturers are unable to fully supply Australian requirements in woollen carpets of all kinds, hence a shortage has arisen which affords an excellent opportunity for the sale of Canadian floor coverings if it is possible to compete on the basis of comparison with those obtained from ordinary sources of supplies.

In colours, fawn and brown grounds are in first demand followed, in order of sequence, by greys, blacks and pinks. The closer British styles are adhered to the better are the prospects of good sales, as they are preferred to any other, however good the quality and "make-up" may be.

Canadian manufacturers of carpets desirous of entering the Australian market are requested to forward to this office samples of about 27 inches by 54 inches in dimensions, and to quote f.o.b. steamer at ocean port, which is the only basis upon which prices will be considered by importers.

The Australian customs duty on carpets or other floor covering is 10 per cent if from the United Kingdom and 25 per cent from any other country, including Canada. With the statutory 10 per cent which is required to be added to all invoices before duty is computed, these duties are equivalent to 11 per cent and 27½ per cent respectively.

During the year 1917-18, the latest for which figures are available, the Australian importations of carpets, floor rugs, etc., amounted in value to £381,716, of which £272,236 were from the United Kingdom, £89,139 from Japan, £8,899 from India, £7,118 from the United States and £3,149 from China.

Scarcity of Portland Cement in Australia.

In addition to the large pre-war importations of cement into Australia, considerable quantities of domestic cement were produced and this production was accelerated by the inability to obtain supplies from overseas. Local production during the last twelve months has, however, been greatly retarded through various causes, such as labour troubles and lack of fuel, hence under the most favourable conditions, it is not considered that the output of Australian cement works will be a serious factor in supplying the market requirements for the next six to nine months.

The construction of large buildings, factories and public works of varied character has been subject to protracted delays, primarily through cement being practically unobtainable, and this condition still exists and is likely to continue for some time ahead.

Some British Columbia cement has been shipped to Melbourne and the quantity could have been largely increased had the suppliers been able to pack their product in barrels. It appears a curious anomaly that British Columbia cement now on the voyage to Australia is packed in bags when that part of the Dominion is prolific with timber. There is undoubtedly a strong prejudice amongst Australian buyers against running the risk of importing cement in bags owing to its liability to absorb moisture on the voyage, hence the condition of the shipments coming forward is anticipated with some apprehension. While this is viewed by Canadian manufacturers as "emergency trade," yet sales are now being made for shipments in September and October next by the representatives of English manufacturers of cement whose brands were well known to Australian builders in previous years.

It is probable, under existing freights, that the sea carriage of cement from British Columbia to Australia is at least not higher than the rates ruling from the United Kingdom.

While leading Canadian cement manufacturers have for some time been advised of the market conditions in Australia, it is to be regretted that a more determined effort has not been made to take advantage of the exceptional opportunity of having their products well and favourably introduced into the Australian trade.

Limited Trading with Germany Permitted.

The Commonwealth Government has decided that licenses would be granted to Australian manufacturers to import from former enemy countries any machinery or tools where it is clearly shown that such articles are indispensable in an Australian industry and cannot be made locally or obtained from any other source than Germany or some other former enemy country. Licenses of this kind have already been granted in one or two special instances.

Scientific literature may also be imported from Germany provided that a list of publications desired has been approved by the Minister of Customs. The Commonwealth Institute of Science and Industry recently submitted a list of 164 periodicals and the publications of 132 societies and individuals in recent enemy countries, all of which have been approved by the Government.

Manufacture of Caustic Soda in Australia.

According to a report recently issued by the Electrolytic Zinc Company of Australia Ltd., whose works were established in 1916, near Hobart, Tasmania, for the treatment of zinc concentrates, it is intended to proceed as soon as practicable with the production of caustic soda, chlorine and chlorine products. It is stated by the company that the electrical equipment at present being used for the manufacture of zinc at their works will, without practically any alterations, enable from 6,000 to 8,000 tons of caustic soda and allied products to be turned out annually.

At Edithburg, Yorke Peninsula, South Australia, the Standard Salt and Alkali Ltd., is devoting about £80,000 to the erection of additional works to their ordinary plant with the object also of manufacturing caustic soda and chlorine. This concern, which has huge salt deposits at Edithburg, estimates that when its works are in full operation it will be able to sell caustic soda at £25 per ton, bleaching powder at £15 per ton, hydrochloric acid at £20 per ton, and other allied products also at considerably less than the landed costs of overseas imports.

Australian War Service Homes.

Figures recently issued by the Australian War Service Homes Commission show that 581 homes for soldiers or dependents had been completed up to May 31, 1920, while 2,198 were under construction. Of the latter, 1,313 were being built by contract and 885 by day labour. There were also 481 additional contracts let for houses upon which constructional work had not been started, and tenders had been called for a further 819 houses. The commission had also assisted to complete 41 houses, the construction of which had been commenced by the owners, and purchased 5,150 dwellings on behalf of soldiers or dependents, involving a cost of £2,894,629.

The number of mortgages taken over by the commission from former holders involved the sum of £609,794. The total applications approved by the commission was 10,554, the estimated cost of the houses being £6,186,195.

In addition to its building activities, the commission has purchased approximately 2,168 acres of land on which to erect war service homes.

Australian Labour Strikes.

The appended figures, illustrating the growth of the strike evil and the actual measurable losses which it causes in Australia, have been made available by the Commonwealth statistician. The figures show the number of workers involved in strikes, the number of working days lost, and the estimated loss in wages for the years from 1913 to 1918 inclusive, as follows:—

	Workers.	Days Lost.	Wages Lost.
1913	50,283	623,528	£ 287,739
1914	71,049	1,090,395	551,228
1915	81,292	583,225	299,633
1916	170,683	1,678,930	967,604
1917	173,970	4,599,658	2,594,808
1918	56,349	580,503	372,334

In 1919 a shipping strike brought many industries to a standstill, and in the same year the miners at the Broken Hill silver and lead mines began one which is not yet finished. The latter strike is said to constitute a world's record in length.

For the past ten days all gas workers in Melbourne have ceased work in an endeavour to obtain higher wages, and through lack of power and light in factories some 30,000 other employees are also idle. At the moment of writing there not only does not appear any possibility of an early settlement of this strike, but an extension to transport and other workers throughout Australia is considered imminent.

It is considered that when the strike figures for the years 1919 and 1920 are compiled they will at least equal the average of those of the period 1913-1918.

IMPORTS INTO NEW ZEALAND, JANUARY TO MAY, 1920.

TRADE COMMISSIONER W. A. BEDDOE.

Auckland, June 29, 1920.—Following are the values of the imports into New Zealand of some of the more important articles during the five months ending 31st May, 1920 and 1919:—

	1920.	1919.
Soft Goods—		
Apparel	£ 719,906	£ 592,158
Boots and shoes	360,363	200,945
Carpet and oilcloth	227,988	86,063
Drapery, n.o.e.	124,245	110,757
Hats and caps	109,634	73,239
Hosiery	159,651	247,122
Millinery	59,355	43,943
Canvas piece goods	88,347	99,683
Cotton piece goods	904,459	1,614,903
Linen piece goods	20,037	30,236
Silk piece goods	260,470	282,425
Woollen piece goods	702,872	242,047
Hardware—		
Cement	2,429	1,108
Hardware	237,558	149,124
Iron—bar, bolt, rod	141,811	26,345
Corrugated sheet	349,198	67,539
Fencing wire	73,025	103,437
Barbed wire	26,067	17,295
Pig and scrap	39,099	9,283
Pipes and fittings	128,954	159,998
Lead	31,659	11,712
Macchinery—dairy	26,883	56,930
Agricultural	75,936	91,700
Electric	316,564	225,219
Engines, gas, etc	25,616	27,558
Mining	12,297	7,559
Sewing	37,408	18,163
Nails	39,015	77,651
Railway and tram plant	132,183	41,180
Tin sheet and block	93,794	247,186
Tools	128,267	93,690

IMPORTS INTO NEW ZEALAND. *Continued.*

Foodstuffs—		
Confectionery	161,924	35,624
Fish, preserved	118,773	65,255
Fruit—dried	365,769	31,682
Fresh	72,764	48,256
Flour	4	221
Grain, unprepared	508,261	312,613
Jams, jellies, etc	16,442	4,449
Milk, preserved	21,431	12,106
Oniins	1,635	1,915
Pickles and sauces	11,270	5,025
Rice	43,282	21,530
Salt	52,634	64,002
Sugar	392,630	401,252
Beverages—		
Ale and stout	8,535	1,547
Spirits—whisky	347,478	176,678
Other	71,772	38,463
Wine	110,259	32,851
Cocoa, coffee, etc	80,063	30,972
Tea	634,946	128,263
Miscellaneous—		
Bicycles (including motors)	101,669	34,189
Books, papers, music	175,101	116,970
Candles	7,160	16,861
Carbide of calcium	3,511	15,031
Coal	217,823	111,845
Cordage and twine	100,888	133,589
Cornsacks and woolpacks	99,289	191,704
China and eartheware	120,289	46,893
Glass and glassware	143,046	112,824
Furniture	28,272	18,655
Greases	7,028	10,050
India-rubber goods (not including tires)	27,300	21,671
Leather	246,432	97,315
Leather manufactures	93,788	48,707
Manures	155,485	87,980
Matches and vestas	20,953	10,427
Motor vehicles	1,102,583	336,068
Oils—benzines, etc	494,540	294,880
Kerosene	114,438	39,264
Castor	7,191	490
Linseed	73,250	34,096
Turpentine	34,034	6,208
Other (specified)	81,740	110,140
Paints, colours, varnish	278,555	111,281
Paper—printing	100,483	141,702
Other	69,711	179,303
Pianos	42,289	15,227
Seeds, grass, clover	57,109	34,570
Stationery	79,159	87,774
Tobacco	328,757	336,614
Cigarettes	325,732	300,696
Cigars and snuff	21,684	6,722
Timber, hewn and sawn	206,211	67,625
Specie	44,515	143,846
Total all goods	£18,962,133	£13,904,267

COMPARISON OF AGGREGATES.

Following is a comparison of the aggregates of the different divisions of imports for the five months, 1920, 1919, 1918, and 1917:—

	1920.	1919.	1918.	1917.
Soft goods	£3,737,327	£3,623,521	£2,081,078	£2,063,937
Hardware	1,917,763	1,432,676	767,703	893,669
Foodstuffs	1,757,719	1,003,930	944,468	606,767
Beverages	1,253,053	408,774	691,853	416,823
Miscellaneous	4,963,500	3,177,261	2,341,218	2,380,626
Other goods	5,308,256	4,114,259	3,040,774	2,636,237
Total goods	£18,937,618	£13,760,421	£9,887,094	£8,998,059
Specie	24,515	143,846	20,000	91,748
Grand total	£18,962,133	£13,904,267	£9,907,094	£9,089,807

The total continues to exhibit remarkably heavy expansion, and although it is partly a price increase, still it must be largely due to a greatly increased volume of importation. The total for the month of May reached the high figure of £4,896,518, or 50 per cent above May, 1919.

The soft goods section has a very moderate increase over 1919, but considerable growth on 1917 and 1918. The line cotton is the largest item in this section, and this shows a heavy drop on the high total of 1919. Canvas, linen and silk piece goods, and hosiery, also show decline, but the other items in the section have substantial increases.

The hardware division continues to show good expansion, being a third heavier than in 1919. The most noticeable increases are bar and corrugated iron, lead, hardware, tools, and electrical machinery.

Foodstuffs are steadily increasing. The imports of dried fruits are exceptionally heavy this year, and although prices have advanced quantities show considerable increase, imports of each line being heavier than for the full year 1919. Imports of grain show big increase and most of the other items have fair growth.

Beverages show the heaviest growth proportionately, and each item shares in the increase. Tea is the largest item, and accounts for about three-fourths of the growth. This is not only a price increase, for the weight is more than double that of the corresponding period of 1919, and almost up to the level of a full year. Cocoa imports were 615,159 pounds, £74,768; and coffee 83,372 pounds, £5,295.

Miscellaneous goods share in the general growth, and there are some very heavy individual increases in this section. Motor vehicles is the most noticeable line, and imports are 5,415 vehicles for the period, or 36 per day. This naturally brings as increase in petrol, but imports of this are not increasing in proportion to the increase of vehicles.

INTERESTING FLUCTUATIONS.

A close study of these figures will reveal some rather startling fluctuations, and comparisons of the quantities given below with the values show how some prices are rising. Following are the quantities of imports of several lines, the fluctuations in which are of interest:—

	1920.	1919.
Iron—bar, bolt, rod..tons	6,056	855
Barbed wire..tons	828	574
Corrugated sheet..cwt.	152,935	30,863
Fencing wire..tons	2,478	3,704
Pig and scrap..tons	3,744	1,026
Pipes and fittings..tons	2,900	4,338
Wire nails..cwt.	22,669	37,456
Fish, preserved..lb.	2,247,657	1,497,400
Rice..cwt.	16,528	25,232
Ale and stout..gals.	19,223	3,856
Whisky..gals.	263,149	158,719
Tea..lb	8,110,451	3,164,528
Candles..lb.	191,409	535,768
Matches..gross	31,346	42,729
Carbide of calcium..tons	137	556
Motor vehicles..No.	5,415	2,017
Benzine, etc..gals.	5,252,105	3,662,678
Kerosene..gals.	1,846,917	974,562
Linseed oil..gals.	138,213	93,772
Turpentine..gals.	108,981	36,306
Leather..lb.	642,246	299,280
Printing paper..cwt.	77,029	86,394
Pianos..No.	696	316
Tobacco..lb.	1,276,655	1,606,418
Cigarettes..lb.	542,504	670,331

TRADING WITH ROUMANIA.

Trade Commissioner L. D. Wilgress.

V.

The Exchange Situation.

The absence of any large amount of export from Roumania to balance the heavy importations following the armistice has naturally brought about a decline in the exchange value of the Roumanian lei. This decline was postponed for a time by the purchasing of a part of the imported supplies on credit, but when the bills for these goods commenced to fall due, the lei rapidly depreciated. The following are the rates in lei for United States dollars and pounds sterling at Bucharest on the first day of each month from October, 1919, to May, 1920, as given by the banking house of Marmorosch, Blank & Company:—

Date.	Exchange rates. For $ U.S.	For £.
October 1, 1919	20.50	91
November 1, 1919	21.50	92
December 1, 1919	28	122.50
January 1, 1920	35	138.50
February 1, 1920	59	205
March 1, 1920	59	215
April 1, 1920	66.20	259.65
May 1, 1920	61.66	236.32

OVERISSUES OF PAPER MONEY.

In addition to the unfavourable balance of trade, another cause of the depreciation in the value of the lei is the large amount of paper money in circulation. This is estimated to amount to over 11,000,000,000 lei, as compared with the circulation of bank notes in 1915 of 672,702,589 lei, of which 84 per cent was secured by reserves of treasure. There are four kinds of paper money at present circulating in Roumania, viz.:—

1. Notes of the Roumanian National Bank of issue.
2. Notes of the Banque Générale issued in lei by the Germans during the occupation but stamped in 1919 by the Roumanian Government.
3. Crown notes of the Austro-Hungarian Bank circulating in Transylvania, Bucovina, Maramuresh, Crishiana and Banat, but stamped by the Roumanian Government in 1919.
4. Roubles circulating in Bessarabia.

The first-named notes of the National Bank of Roumania are estimated to amount to over 4,000,000,000 lei, against which the bank is said to hold a treasure reserve of 495,000,000 lei. The circulation of these notes is being added to from time to time in accordance with the exigencies of the State.

The Germans issued during their occupation of the country notes in lei of the Banque Générale Roumaine to an amount estimated at 2,136,000,000 lei. These notes state on their face to be guaranteed by the Imperial Bank of Germany. The Roumanian Government to prevent counterfeiting stamped these notes during the summer of 1919.

The notes in crowns if the Austro-Hungarian Bank circulating in Roumanian territory were also stamped in 1919 for the same reason and as a protection against the smuggling of additional notes of the same bank from Hungary. The official rate of exchange for stamped crown notes is two crowns to one lei. The roubles circulating in Bessarabia are those of various régimes, but only the Romanoff and Lvov roubles are officially recognized. The rates of exchange of these notes for lei fluctuate

as no attempt has been made by the Roumanian authorities to stamp the rouble notes. The total amount of crown and rouble notes circulating in Roumanian territory is estimated at prevailing rates of exchange to be approximately 5,000,000,000 lei.

REDEMPTION OF FOREIGN ISSUES.

It is thus seen that there are approximately 7,000,000,000 lei of notes of foreign issue circulating in Roumanian territory. It is now proposed to commence taking measures for the redemption of these issues with notes of the National Bank of Roumania, thereby unifying the money in circulation as a first step towards currency reform. For this purpose 2,500,000,000 lei of new notes have been ordered in France. The National Bank will loan this amount to the Government without interest, being recompensed only for the expense of manufacturing the notes and redeeming the foreign issues. It is expected that the redemption will commence on about August 1, 1920. Notes of the National Bank will be given in exchange for 40 per cent of the value of the notes to be redeemed. For the remaining 60 per cent receipts will be given, which the State undertakes to redeem in cash bonds payable in legal tender after three to six months or through a loan or any other means which will be found convenient. This measure is rendered necessary by the fact that the notes received are not sufficient to redeem the full amount of foreign issues in circulation. Hence a forced loan of the kind described has been resorted to as a temporary measure until a further supply of new notes can be received.

RECOVERY FROM PRESENT POSITION.

The unifying of the currency should serve in some measure to stabilize the exchange value of the lei. In order to restore the value of the lei to par, it is necessary that the amount of paper money in circulation should approximate the currency requirements of the country. The present circulation is over twenty times that of before the war. The Government has great difficulty in providing the revenue to meet the heavy expenses necessary for the work of reconstruction. The necessity of still maintaining a large number of men under arms has added greatly to the financial burdens of the State. Recourse is had to the raising of loans and the issue of paper money. Thus the circulation of notes of the National Bank has been increased by about 1,000,000,000 lei during the past year. On the other hand Roumania has more than doubled in size since the war so that the return to normal production, enlarged foreign trade and the increased exploitation of the natural resources of the country should absorb a large part of the additional paper money in circulation. Agriculture is the chief industry of the Roumanian people, and the other industries of the country are also only in a small degree dependent upon materials and equipment from foreign countries. With the restoration of the transport services to working efficiency, Roumania should therefore quickly recover from her present position and the revival of foreign trade will enable her to adjust to some extent the financial problems now confronting the country. Three harvests have been estimated as the necessary period for this recovery, but the question is dependent upon so many considerations that any prediction must be taken very conservatively.

GRANTING OF CREDIT.

Roumanian importing firms and organizations have faith in their own country and the eventual appreciation of the value of the lei. Credit is therefore asked in the purchase of most supplies imported from abroad. In the case of goods in great demand, such as canned foodstuffs, textiles, articles of apparel, hardware, etc., cash against documents at the rate of the day is often paid, but in other lines of trade accommodation is usually requested of six, nine or twelve months, against bank guarantees or deposits in lei. These latter are usually for the full amount of the invoice at a fixed rate of exchange, such as 20 or 30 lei to the dollar, the undertaking

being given to pay the full amount at the rate of the day at the end of a definite period, or earlier should the rate approach that fixed. Government orders are usually financed by the acceptance of treasury bonds, three or five years, bearing six per cent interest. These bonds are in the currency of the party delivering the goods. Italian, Spanish, French and British firms have been doing a considerable business with the most reliable Roumanian firms on a credit basis, and in thus accommodating the Roumanian purchaser in the present difficult period they have been laying the foundations for business in the future, which will be conducted under less difficult conditions for both parties. Considerable losses resulted from the too liberal granting of credit, combined with the sharp depreciation in the value of the lei last year, but with proper precautions against a fall in the exchange rate and with discretion in the choice of customers, it should be possible for Canadian firms to make the financial arrangements necessary to enable them to execute orders on credit for the best class of Roumanian importers. The future possibilities of the Roumanian market renders this matter worthy of careful consideration on the part of Canadian exporters and financial institutions.

PUBLIC FINANCES OF ROUMANIA.

It is of interest to study the present position of the public finances of Roumania, since this is the principal factor in connection with the over-issues of paper money. The Roumanian Government has recently placed large orders for cloth, rolling stock, factory equipment, and other supplies. A large amount of other supplies and materials are required and tenders will be called for from time to time. The Government proposes to utilize the exportable products of the country to secure the funds for the purchase of necessary goods. Other orders are financed by means of treasury bonds. Government bonds are also frequently offered as security for the payment of goods purchased on credit by private firms and co-operative societies.

The following summary of the public debt of Roumania at the end of 1919 is taken from a work on the present economic situation by Mr. D. J. Gheorghiu, the Director-General of the Roumanian Customs. The sums are expressed in lei, the par value of which is approximately 19·3 cents.

	Lei.
Debt before the war	1,700,000,000
National loan (1916)	400,000,000
Loan in Great Britain: 5 per cent on Tresury bonds	1,300,000,000
Loan in Italy: 5 per cent (1919)	10,012,000
Due to the National Bank Treasury bonds	1,600,000,000
The Union Loan: 5 per cent (1919)	800,000,000
Due to the National Bank: Treasury bonds without interest	1,500,000,000
In Belgium: Treasury bonds	38,275,000
Treasury bonds for purchases abroad	227,000,000
Total	7,575,287,000

The above is the public debt of Old Roumania. In addition there must be taken into consideration the issues of fiduciary money referred to above and the shares of the debts of the Austro-Hungarian and Russian Empires which must be assumed by Roumania through the acquisition of the new territories.

The last item mentioned is comprised of treasury bonds in the following foreign values, the above calculation into lei having been made at par:—

4,239,059 pounds sterling.
18,083,808 dollars.
14,733,779 pesetas.
941,193 escudos.
6,000,000 Italian lire.

The *Argus*, a leading financial paper, also makes mention of treasury bonds in French francs to the amount of 4,281,434. The treasury bonds given for the Canadian supplies purchased last year comprise the dollar bonds mentioned in the above list.

An interesting table giving the increases since the beginning of the war of the public debt of the principal warring countries per head of population shows that the public debt of Roumania has increased less in proportion than that of most other countries participating in the war. The following are the increases per head of population expressed in pounds sterling:—

Great Britain	157.5
Germany	128.6
France	114.4
Austria-Hungary	89.0
Belgium	74.8
Italy	73.0
United States	55.5
Serbia	26.6
Roumania	19.3

The Roumanian financial year ends on June 30, so that there has not yet been a complete financial year since the armistice. For this reason it is not possible to give a budget statement for any period after the war. The following are the receipts and expenditures of the Roumanian Government for the ten financial years preceding the outbreak of the war:—

Year.	Receipts. Lei.	Expenditures. Lei.
1904-05	258,571,245	252,095,518
1905-06	308,046,777	262,600,421
1906-07	318,173,686	265,253,260
1907-08	331,517,072	269,180,173
1908-09	468,959,752	417,422,122
1909-10	522,842,688	481,921,854
1910-11	583,358,439	524,708,956
1911-12	643,686,773	533,295,108
1912-13	621,361,639	521,881,322
1913-14	639,466,053	543,216,866

The revenues of the Roumanian Government during the financial year 1913-14 were derived from the following sources:—

	Lei.
Direct taxation	48,196,997
Indirect taxation	114,987,791
Stamp dues and registration	39,552,494
State monopolies	91,166,865
Public services	155,717,718
State lands	34,466,590
Subsidies	21,592,186
Ministry of Finance	87,209,181
Interior	4,407,312
Justice	2,881,802
Foreign Affairs	108,869
Lands	96,759
Industry	1,972,421
War	617,390
Public Works	35,570
Religion and Public Instruction	5,492,940
Total	608,502,889

The National Bank of Roumania is the central discount bank and the sole bank of issue in Roumania. The following table shows the operations of the National Bank during the six years, 1910 to 1915, together with the total amount of bank notes in circulation on June 30, 1919:—

	Cash Operations. Lei.	Notes in Circulation. Lei.	Discount. Lei.	Free Deposits. Lei.
1910	1,194,692,289	299,449,215	339,858,603	109,072,423
1911	1,671,383,587	382,360,193	415,869,271	116,908,686
1912	2,188,437,162	463,246,339	710,766,332	109,710,492
1913	2,353,860,089	423,650,056	486,327,589	145,765,657
1914	2,582,117,110	480,681,934	1,072,841,707	130,404,020
1915	2,261,378,784	672,702,589	1,042,385,265	139,035,641
1919 (June 30)	.....	3,204,381,826	.....	—

TRADING WITH GREECE.

Trade Commissioner W. McL. Clarke.

Facts About Agriculture.—*Continued.*

VALUE OF AGRICULTURAL PRODUCTS.

The value of agricultural products in Greece was estimated before the war at 390,000,000 drachmas. If to this amount there is added the value (250,000,000 drachmas) of the products derived from live stock breeding, principally meat, cheese, butter and wool, the total value of Greek agricultural products in 1913 reached 640,000,000 drachmas. Over against this pre-war estimate the Minister of Agriculture estimates the present value of agricultural products at 1,600,000,000 drachmas.

It was estimated previously that Old Greece possessed only 1,286,583 hectares (3,216,457 acres) of plains or easily tillable soil. Yet in 1914 Government statistics show that 1,167,481 hectares (2,918,703 acres) were under cultivation and that this area was extended to 1,203,476 hectares (3,008,690 acres) in 1915. The following table taken from Mr. Tsouderos' economic work on Greece indicates the surface cultivated in Old Greece during 1914-1915-1916, and the use to which this land was put (1 stremma=¼ acre):—

SURFACE CULTIVATED IN OLD GREECE.

Kind of Cultivation.	1914. Stremma.	1915. Stremma.	1916. Stremma.
Cereals	5,983,978	6,573,012	6,363,384
Dried vegetables	407,322	505,554	596,135
Vegetables	221,854	236,906	229,087
Industrial and aromatic plants	325,430	275,088	354,950
Rice	420	962	—
Forage	298,226	347,882	252,850
Vines	1,197,172	1,697,175	1,650,872
Currants	647,984	658,849	704,916
Ground lying fallow	2,592,428	2,356,637	—
	11,674,814	12,034,765	—
Acres	2,918,703	3,008,691	—

From the foregoing it is evident that the surface devoted to cereals, vegetables, rice, forage, vines and currants was greater in 1915 than in 1914. Another encouraging sign is the decrease noted in the lands lying fallow. A complete comparison with the year 1916 is not possible as statistics are not yet available, but eventual figures are expected to show also for this year an upward trend.

Account here is not taken of (1) the olive woods and fig plantations, (2) of the pasturage grounds, and (3) of the forests. These have been estimated at 260,000 hectares (650,000 acres), 2,000,000 hectares (5,000,000 acres), and 800,000 hectares (2,000,000 acres), respectively.

CULTIVATION IN NEW GREECE.

The only authoritative data available for New Greece is that for the year 1915. These statistics show that some 581,832 hectares (1,454,580 acres) were cultivated in the new provinces that year, their distribution being as follows:—

Kind of Cultivation.	Surface (hectares).
Cereals	311,914
Dried vegetables	23,763
Vegetables	16,949
Industrial and aromatic plants	31,881
Rice	593
Forage	14,626
Vines	29,952
Currants	1,045
Products not otherwise classified	1,157
Ground lying fallow	150,000
Hectares	581,882
Acres	1,454,705

Although here too the configuration of the soil is not more favourable than in the old kingdom, yet it is expected that before many years the extent of land cultivated will be easily doubled.

TOTAL EXTENT AND VALUE OF PRODUCTION.

The first table given below will show the total extent of the area cultivated in both Old and New Greece for the year 1914, the only year for which there are complete statistics for the whole of Greece. The quantity and value of the agricultural products are also given. In table No. 2 will be seen the extent of territory in Old Greece cultivated according to specified categories for the four years 1911-1914-1915-1916. The value of production is also added. In table No. 3 statistics are shown for New Greece according to specified categories during the years 1914 and 1916.

1. Total Agricultural Production in Old and New Greece.

	Surface. Hectares.	Quantity. Kilos.	Value. Drachmas.
Old Greece	1,167,481	1,314,785,680	280,146,117
New Greece	581,822	580,338,723	139,918,647
	1,749,303	1,895,124,403	420,064,764
Acres	4,373,257		

2. Total Agricultural Production in Old Greece for 1911, 1914, 1915 and 1916.

(1 oke=2.8 pounds.)

Kind of Cultivation.	1911. Okes.	1911. Drs.	1914. Okes.	1914. Drs.	1915. Okes.	1915. Drs.	1916. Okes.	1916. Drs.
	(00.000's omitted.)							
Cereals	478.8	138.1	402 4	131.8	368.6	170.9	326.8	204.7
Dried vegetables	23.8	6.8	24.1	7.7	24.1	9.9	23.5	17.1
Vegetables	43.9	7.3	110.8	16.2	123.5	22.9	72.9	26.2
Industrial and aromatic plants	18.4	17.6	16.7	20.5	15.0	24.1	15.5	58.6
Rice	0.1	....	0.1	....	0.3	0.1	....	—
Forage	69.0	6.6	78.7	8.3	89.4	12.3	53.0	10.1
Vines	252.4	55.8	258.4	51.9	244.1	57.7	192.9	101.7
Currants	113.7	76.2	135.6	43.3	122.5	65.4	110.4	105.3
	920.3	297.8	1,127.0	280.1	886.8	363.5	794.8	524.0

3. Total Agricultural Production in New Greece for 1914 and 1916.

(00.000's omitted.)

Kind of Cultivation.	1914. Okes.	1914. Drachmas.	1916. Okes.	1916. Drachmas.
Cereals	258.2	66.1	68.2	58.4
Dried vegetables	14.3	4.6	7.7	7.0
Vegetables	58.7	8.3	20.8	8.1
Industrial and aromatic plants	17.1	39.3	1.8	7.9
Rice	0.3	0.2	0.8	—
Forage	20.8	1.4	2.1	0.3
Vines	70.5	11.7	34.2	18.1
Currants	5.8	1.6	3.2	3.6
	446.2	133.5	139.2	103.7

Tables 2 and 3.

Although the production indicated in table No. 2 is inferior for the years 1915 and 1916 to that of 1911 and 1914, the enhanced prices caused by the war gave a much higher value to the lesser yield of crops. The mean production for the total crops averages 91 okes per stremma, i.e., 1,160 kilogrammes per hectare or 1,020 pounds per acre.

In table No. 3 the difference between the returns of the years 1914 and 1916 represents approximately the actual production of Macedonia, the figures for which in 1916 are not included in the foregoing as the war has prevented any authoritative statistics being gathered. The normal production of Macedonia is about 392,000,000 kilogrammes of cereals which if added to the given figures of production in 1916 make approximately the same total for that year in Macedonia as for 1914.

It now remains to subdivide this production under specific headings, ascertain just what Greece actually produces and examine to what extent Greek and Canadian agriculture may be helpful to one another.

CEREALS—WHEAT.

In the first place of importance is the cultivation of wheat. Though production throughout the war showed considerable advances, yet Greece is still to a large extent dependent upon outside sources of supply for this most needful commodity of every-day life. The yearly acreage sown in Old Greece for the 1911-1916 period, together with the number of tons produced and the value thereof in drachmas, is reproduced hereunder.

Old Greece.

Year.	Acres.	Tons.	Value (Drachmas).
1911	878,078	375,620	92,200,000
1914	853,734	287,000	79,800,000
1915	857,319	249,200	98,300,000
1916	1,590,846	457,520	207,700,000

New Greece.

1914	249,748	103,040	26,200,000

Thus the production of wheat in Old Greece rose from 287,000 tons in 1914 to 457,520 tons in 1916. The total yield in both Old and New Greece for 1917 slackened off to 380,375 tons, while the 1918 crop was about 25 per cent above that of the preceding year or approximately 475,469 tons. These figures are bumper crops and are considerably over past average productions and should stimulate greater Greek effort as regards wheat production. In a normal year before the Balkan wars, Macedonia harvested some 133,000 tons of wheat although the figures for 1914 and 1917 are short of this yield by about 30,000 tons and 61,000 tons respectively.

The principal reasons given for this shortage are the scarcity of labour, lack of seed and the greater profits which were to be had from tobacco cultivation.

The principal wheat-producing centres are Macedonia, the Peloponnesus, Central Greece, Thessaly and Arta. Small quantities are grown on the islands and in Epirus.

GREEK IMPORTS OF WHEAT.

Over against the local production it was found necessary in 1915 to import some 210,000 tons of wheat, which figure may be taken as the required importation normally for both Old and New Greece. Russia, Bulgaria, and to a less extent the United States, have been in the past the principal supplying countries, but this last year Canada has come to occupy a leading position in imports of wheat to Greece. Cargoes have also latterly been arriving from Australia.

In an interview which the writer had with one of the largest flour-mill owners in Greece, it was stated that Canadian wheat had become very popular on the Greek market and that the transportation costs would be the only obstacle to overcome in giving Canadian wheat permanently the predominating place in Greek imports. The competition of wheat from Black Sea ports would naturally, it was intimated, reassert itself, and Canadian exporters, once trade became normal, had this competition to face. It was the view of the mill-owner (and the writer concurs in this) that without a direct line of navigation to Greece from Canada competition will, if not stop, at least greatly hamper our grain exports to Greece. The Greek wheat itself is light in weight, but 72 kilogrammes to the hectolitre, and Canadian wheat will be permanently wanted for mixing purposes. The Greeks too, the commissioner was told, were getting accustomed to "Canadian bread" made of Canadian flour, and an effort should be made to maintain the wheat trade which Government conventions have helped materially to establish.

In 1916 Canada exported to Greece 197,913 bushels of wheat, although no other figures are recorded for the six-year period 1913-1918. The arrangements which Canada has made with Greece, however, will show a very important exportation for the fiscal year 1919. When the writer was in Greece the Greek Government were running boats direct to Canada for the purpose of conveying wheat and flour from home ports to the Piraeus.

OTHER CEREALS.

Maize is sown normally over an area of 215,000 acres in Old Greece and yields on the average 125,000 metric tons. The crop usually rotates with that of wheat and barley. In 1917 the yield amounted to 136,000 tons.

The surface planted in barley amounts to approximately 188,000 acres, which produces between 60,000 and 80,000 tons a year. Oats are grown over 38,500 acres and produce between 24,000 and 30,000 tons annually. Rye is grown to a very small extent, some 8,800 acres being given over to its cultivation, which yield about 2,700 tons a year.

IMPORTS AND EXPORTS OF CEREALS.

The importation into Old Greece of cereals other than wheat for the years 1911, 1912 and 1913 amounted to 25,000 tons, 2,000 tons and 9,500 tons respectively. Bulgaria, Russia and Turkey were the principal countries of origin. Greece has no exports of cereals.

VINICULTURE.

Under the heading of viniculture may be discussed the currant, sultana and wine grape crop of Greece. The first from the viewpoint of Greek national economy is more important than the last. It is moreover the most distinctive agricultural production of Greece. In fact it is stated in Greece that it has been the larger returns to be derived from currant growing which has retarded the development of cereal production as it was possible not many years ago in the Peloponnesus to make proportionately about five times more money in the raising of currants than it was possible to net in the planting of grain.

The cultivation of the currant is further peculiar to some parts of Greece. It grows along the north shore of the Peloponnesus, Patras being the great currant centre; on the Ionian coast of Greece and in the adjacent islands, viz.: Corfu, Paxos, Antepaxos, St. Maura, Cephalonia and Zante; on the southern continental coast, along the strait of Corinth and in some districts of Euboea and Chalcis. Attempts have been made to climatize the vines in other regions but without success. In these parts alone the true currant, i.e., without the pit, is found.

SURFACE DEVOTED TO CURRANTS AND SULTANAS.

The surface devoted to the cultivation of currants and sultanas in both Old and New Greece amounted in 1914 to 144,854 acres. The following table will illustrate the area cultivation, the yield and value of crop for 1914:—

	Stremmas.	Okes.	Value (drachmas).
Old Greece..	647,984	135,628,000	43,382,000
New Greece..	10,451	5,843,000	1,639,000
	658,435	141,471,000	45,021,000

Acres, 164,608. Lb., 396,118,800.

Of this total production, currants represented 131,324,000 okes (367,707,200 lbs.) and sultanas 10,145,000 okes (28,406,000 lbs.), with values of 41,764,400 drs. and 3,257,-267 drs. respectively. In 1915 the currant plantations dropped from 647,984 stremmas (161,996 acres) to 644,600 stremmas (161,150 acres) and the crop from 131,324,000 okes (367,707,200 lbs.) to 120,000,000 okes (436,000,000 lbs.) although their value was estimated at 62,000,000 drs. For 1916 the figures were 681,069 stremmas (170,267 acres), 108,000,000 okes (302,400,000 lbs.) but 102,000 drs. In New Greece the more important crop is the sultana, which over an area of 10,440 stremmas (2·610 acres) produced 5,841,260 okes (16,355,528 lbs.) valued at 1,638,715 drs. in 1914. The production of currants in the new provinces during 1914 was only 2,000 okes (5,600 lbs.)

DISPOSAL OF SURPLUS CURRANT CROP.

The disposal of the currant crop has been a constantly recurring problem to Greece owing to the fact of over-production. During the decennial period 1895-1904 the current yield averaged per annum some 143,876 tons, while exportation only took 114,547 tons per annum, thus leaving a considerable surplus in the country. Existing stocks, abundant harvests and the resulting lowness of prices caused successive commercial crises in this trade. One remedial measure after another met with little success until in 1905, under the auspices of the Bank of Athens and with the backing of French and English capital, these was constituted a special "Société Privilégiée" whose special work it was to protect and promote the interests of the currant trade. This society received from the Government the right (1) of collecting a tax in kind on the export of raisins, (2) of levying a fixed tax of 7 drachmas per 100 Venetian pounds of production, (3) of granting advances at 6 per cent on the impending harvest, and (4) of installing general warehouses in Greece and collecting the tolls for warehousing.

In exchange for these privileges the society had to make payment to the state pro rata with the production. This amount was fixed at 4,000,000 drs. on an exportation of 240,000,000 Venetian pounds plus 18 drs. for every extra 1,000 Venetian pounds exported or minus 18 drs. for every 1,000 Venetian pounds below the above total. (Venetian pound=0 Kg. 480 grammes).

It was also obliged to buy up all the currants offered on the market at determined prices, reserving to the State a sum of 500,000 drs. (maximum) on the profits existing after a 6 per cent dividend had been paid to the stockholders.

Through these dispositions the society retains about 43,680 tons of currants annually which is utilized for the larger part by "La Société Hellenique des Vins et Spiritueux" for the manufacture of wines and other uses. The society also had over 5,000 acres rooted up in 1909, by offering prizes of from 800-1,000 drs. for every 2½ acres cleared. Thus the problem was virtually solved by the employment of the surplus production for wine and other alcoholic manufacture in the country. The exporters have thereby been protected while simultaneously an industry has been built up in the country.

EXPORTS OF CURRANTS.

Normally Greece exports about 120,000 tons of currants per year—approximately 60,000 tons of which goes to Great Britain and the colonies. Half of this amount is sold direct by Greek exporters and the other half is consigned to firms representing Greek houses in London, Liverpool, etc. The United States takes yearly about 15,000 tons, while the remainder of the exportable crop is absorbed by Holland, Austria, Belgium and Germany. Prices are generally quoted c.i.f. by more than fifty important Greek firms engaged in this trade.

Imports into Canada.

The imports of currants into Canada from Greece are for the last six years as follows:—

	1913. Lb.	1914. Lb.	1915. Lb.	1916. Lb.	1917. Lb.	1918. Lb.
United Kingdom	132,308	193,705	88,273	45,536	142,634	—
Australia	123,960	65,800	109,030	.....	1,197,280	1,523,076
Hong Kong	.....	.....	.....	38,548	.....	—
Greece	9,750,976	8,245,179	7,802,188	5,357,011	1,635,606	88,571
Japan	.....	96,220	.....	.....	.....	—
United States	2,209,762	2,069,396	2,929,150	3,214,659	2,154,263	224,247
Totals	12,217,006	10,670,300	10,928,641	8,655,754	5,129,783	1,835,894

There has been a very noticeable falling off latterly due to the Greek blockade in 1917, and the scarcity of tonnage. With the resumption of normal shipping conditions the old Canadian trade will undoubtedly be re-established and will doubtless increase to some appreciable extent. It is the opinion of the writer that the Canadian demand should be entirely supplied through Canadian channels and the trade not not indirectly.

EXPORT OF SULTANA RAISINS.

In 1911 Greece exported 15,318,367 Venetian pounds of raisins valued at 3,116,-858 drs.

THE WINE GRAPE.

In addition to the growing of currants and sultanas the so-called wine-grape cultivation is relatively important in Greece. The following table shows the area of Old Greece planted in wine grapes, their production and value for the years 1911, 1914, 1915, 1916. Figures for 1914 in New Greece are also appended:—

Year.	Surface. Stremma.	Okes. (00,000's omitted.)	Total Value. Drachmas.
1911	965,560	252.4	55.9
1914	1,141,526	248.6	50.1
1915	1,014,566	237.5	56.1
1916	1,650,872	184.2	98.2
New Greece—			
1914	299,522	70.5	11.7

The Peloponnesus produces about 45 per cent of the wine-grapes harvested; Attica, Boeotia, Euboea, Phocide, Etolit and Acarnania 30 per cent; Thessaly and Arta 7½ per cent; the Cyclades 6 per cent, and the Ionian Islands 11½ per cent. The average production of wines in Greece amount to approximately 50,-000,000 gallons. Various qualities are produced such as the resinous wines, red wines for barrelling, red and white dry wines for table use, liquors, and champagne.

In 1911 Old Greece exported a total of 59,500 tons of wines in casks, in 1912, 52,000 tons, in 1913, 72,000 tons, and in 1915, 28,740 tons. France takes normally one half of the total exports, followed by Germany, Switzerland, Austria and Great Britain. One third of the exportation is from the port of Calamata, while the balance is shipped principally from Piraeus and Patras. Brandy shipments, mostly from the Piraeus, amounted to 1,150 tons in 1911, 950 tons in 1912, 1,300 tons in 1913, and 1,150 tons in 1915. Turkey, Egypt, United States, Russia and Bulgaria are normally the leading consuming centres of Greek brandy.

TOBACCO.

One of Greece's distinctive products for export whose value in 1915 was higher than that of any other exported product is tobacco. Naturally the increase in Greek tobacco exports is due largely to the cessation of supplies from Turkey during the war, but there seems to be little question that Greek tobacco will continue to hold an important place in the country's foreign trade. Prices have been running high for this commodity during the last few years in Greece, and in 1917 the money realized by its sale amounted to approximately three times the amount realized on any of the best currant crops of the country. In fact so profitable have been the yields that other plant cultivation and especially that of cereals has been sacrificed to this more remunerative form of agriculture.

In 1856 the cultivation of tobacco in Old Greece was carried on over an area of 19,000 stremma (4,750 acres), in 1875 over 45,000 stremmas (11,250 acres), in 1914 over 155,588 stremmas (38,897 acres), in 1915 over 158,147 stremmas (39,536 acres), and in 1916 over 255,808 stremmas (63,952 acres). Production rose from 22,400,000 lbs. in 1914, to 31,640,000 lbs. in 1916 and to 50,400,000 lbs. in 1917. In Old Greece the tobacco-growing areas are around Argos, Agrinion and Zichna, while smaller quantities are grown in some of the islands e.g. Samos, Chios, Mitylene. The quality here is generally inferior to that of the rest of Greece and was for the most part before the war consumed locally. Much of the best Greek tobacco is grown, however, in Macedonia, New Greece. By the treaty of Bucharest in 1913 the most important tobacco-growing regions of the Near East were taken away from Turkey and divided up between Greece and Bulgaria, the former receiving that territory west of the Nestos-Karasu river which as regards quantity was the most important, some 28,000,000 lbs. being in this part produced under the Turkish régime annually, while Bulgaria came into possession of the districts producing the choicest leaf, viz.: Xanthi, Yacca and Kerechiler.

Macedonian tobacco is both rightly and wrongly associated with the port of Cavalla; wrongly inasmuch as Cavalla itself produces very little tobacco and that of an inferior quality, rightly in so far as a large part of the leaf manipulation is carried on at Cavalla and the tobacco shipped from there. Cavalla has thus become the centre of the tobacco trade of Macedonia and hither the tobacco leaf is transported from the outlying districts to the villagers who sell to the large grading and manufacturing companies which in turn ship to the cigarette manufacturers abroad. The buying season commences in February, while exports begin toward the end of August. The two cities of Drama and Serres also take part in preparing the tobacco for foreign shipment. When Cavalla was occupied by the Bulgarians, very heavy stocks of tobacco amounting to, it is estimated, 28,000,000 lbs. had to be abandoned and under forced evacuation several of the important tobacco companies moved their offices to Drama.

Naturally the war with enemy occupation has deleteriously affected tobacco-growing in that part of Macedonia east of the river Struma and has caused greater attention to be given to tobacco cultivation in western Macedonia.

In pre-war days the principal buyers on the Cavalla market were the Austro-Hungarian monopolies which used to buy approximately 6,600,000 lbs. a year; the Italian State monopolies (3,300,000 lbs. annually) and the Roumanian State monopoly

(some 150,000 lbs. annually). Moreover, many private cigarette-makers used to come every year to Cavalla from Germany, Russia and the United States and a few from Great Britain to obtain their supplies from Cavalla merchants.

EXPORTS OF TOBACCO FROM GREECE.

The total exports of tobacco from Old Greece in 1911, amounted to 8,230 tons, in 1912 to 10,800 tons and in 1913 to 9,455 tons. This tobacco was shipped from Volo, Missolonghi and Nauplia, the principal purchasers in addition to the above-mentioned monopolies being Egypt, Germany, Holland, Austria, Malta and the United States. In 1915 Old Greece exported 15,097 tons of tobacco, over half of which went to Egypt, while the exports from New Greece, amounted to 9,059 tons in that year, 3,000 tons going to Italy, 1,500 tons to the United States and 1,500 tons to Holland.

CANADIAN IMPORTS OF TOBACCO.

Canadian Government trade returns for the past six years do not show any Greek imported tobacco. What Greek tobacco has been consumed in Canada has evidently arrived as declared export from some other country. It would seem therefore that there should be an opening for direct trade between Canada and Greece in the Greek tobacco. In 1917 the United States alone bought $14,000,000 of tobacco in Greece.

The following table shows the quantity of manufactured tobacco imported into Canada during the six-year period 1913-18 together with countries of origin:—

Countries of Origin.	1913. Lb.	1914. Lb.	1915. Lb.	1916. Lb.	1917. Lb.	1918. Lb.
United Kingdom	120,035	97,806	124,419	95,957	43,087	6,280
British Africa South	3,865	7,936	.....	2,289	.....	—
British West Indies	2,133	.....	.....	2,289	.....	—
Belgium	.....	7,896	31,351	.....	.....	—
Bulgaria	.....	597	.....	.....	.....	—
China	.....	696	.....	.....	.....	2
Cuba	1,162,058	894,168	542,487	629,498	738,293	984,697
France—French Africa	1,226	.....	.....	.....	.....	—
Germany	534,631	839,201	521,878	99,540	8,631	—
Mexico	106,455	33,099	.....	.....	2,061	12
Netherlands	348,410	197,592	220,544	200,668	118,476	83,129
Dutch East Indies	518	.....	.....	.....	.....	—
Turkey	325	4,012	.....	.....	.....	—
United States	19,873,932	15,515,446	17,155,278	19,806,720	16,792,089	16,750,827
Totals	22,153,588	17,598,449	18,595,957	20,834,672	17,702,637	17,824,947

TOBACCO A STATE MONOPOLY IN GREECE.

Tobacco in Greece itself is a state monopoly. Moreover tobacco grown in Old Greece, Chios, Samos and Crete is subject to a 10 per cent ad valorem duty before a permit for transport or export can be obtained. A war tax is also effective in Greece on exported tobacco amounting to 1 dr. per kilogramme on the higher grades and 51 lepta on those of inferior quality.

THE OLIVE CULTIVATION.

The olive is the national tree of Greece and is said to have been brought from Egypt to Athens by its founder, Cicrops, who had learned to extract the oil from the fruit. The Turks destroyed utterly the old olive plantations, but to-day the olive trees extend over an area of 350,000 hectares (717,500 acres) and are found in practically all parts of Greece except Thessaly. The production in 1911, amounted to 64,438,000 okes (180,426,400 lbs.) value at 66,011,500 dr., while the olives devoted to eating purposes totalled 29,852,300.

SOUTH AFRICA'S IMPORTS.

V.

Trade Commissioner W. J. Egan.

In the following instalment of his report Mr. Egan continues his analysis of the imports of iron and steel, and manufactures of same, the latter part dealing with vehicles of all kinds.

Iron and Steel—Rails and Accessories for Industrial Purposes

Country of Origin.	Value. 1916.	Value. 1919.	Decrease or Increase.
Total for the Union	$485,700	$313,450	—$172,250
Canada	3,100	7,100	+ 4,000
United States	374,500	114,315	— 260,185
United Kingdom	105,300	191,300	+ 86,000
Germany	2,900	.....	— 2,900

This item of import was shown as a separate entry in 1915, but not for the full year; for that reason we have made the comparison for 1916 and 1919.

One of the steel plants in South Africa has been turning out fairly large quantities of 16, 20, 25, and 30-pound rails, which have been purchased by the mines principally. There is always a big demand for the possible supply of the lighter rails for industrial purposes.

Rails—Railway Material.

Country of Origin.	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for the Union	$ 377,000	$ 26,550	—$ 350,450
Canada	.....	.....	—
United States	12,000	24,125	+ 12,125
United Kingdom	62,300	2,425	+ 59,875
Germany	289,000	.....	— 289,000
Belgium	6,400	.....	— 6,400
South African Government stores	1,900,000	3,085,000	+ 1,185,000

Direct representation in South Africa will be necessary for future trade in rails, both for general import and railway supplies. It is expected that in the near future there will be a call for tenders on a big supply of rails, as the railway renewal and extension programme is a big one.

Canada supplied rails in 1914, 1915 and 1916 to over $2,500,000 in value.

Last year's supplies to the South African Government stores was divided as follows: United States, $2,076,050; United Kingdom, $993,050; Australia, $603,850; and Argentine, $1,480. In 1918 the Argentine Republic supplied to a value of $1,013,500.

Locomotives.

Country of Origin.	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for the Union	$285,000	$21,050	—$263,950
Canada	.....	.....	—
United States	480	3,775	+ 3,295
United Kingdom	260,000	17,275	— 242,725
Germany	21,300	.....	— 21,300

The total imports for 1913 in general imports was exceptional, as previously the average annual import was $58,000, and since 1913 the average annual import has been $37,700.

In South African Government store imports, which are usually well over the million dollar mark annually, Canada shared in the trade to the extent of $1,333,000 in 1918, and last year the value was $942,000.

This office has been keeping before the railway management the possibility of supplies from Canada, and while our efforts have been on more than one occasion the turning point in securing big business, it is necessary to point out that London (England) representation only is not sufficient, and when representation is arranged it should be as permanent as possible.

Cars—Railway.

Country of Origin.	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for the Union	$281,000	$66,850	—$214,150
Canada	.....	.....	—
United States	2,750	3,620	+ 870
United Kingdom	154,600	63,230	— 93,370
Germany	121,000	.....	— 121,000
Belgium	1,000	.....	— 1,000

South African Government stores purchases pre-war were always about the two million dollar mark; since the war this has of course increased. In 1917 there was a shipment from Canada valued at $5,100. This year some good business has been placed in Canada, and there are prospects of demands in big quantities in the near future.

In general imports the totals have been on an annual average of about $55,000 since 1914, with the exception of 1918, when the total values were $323,750, of which the United States secured $275,440.

Railway Material—N.O.D.

Country of Origin.	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for the Union	$172,000	$57,000	—$115,000
Canada	.....	80	+ 80
United States	1,400	900	— 500
United Kingdom	36,500	56,050	+ 19,550
Germany	116,000	20	— 115,980
Belgium	15,100	.....	— 15,100

The imports of the South African Government stores in 1913 were valued at $662,500, and last year $86,250. Canada's share of the Government stores in this entry was, in 1912, $40; 1913, $30; 1914, $48,000; 1915, $15,200, and 1916, $2,400.

Rails for Tramways.

Country of Origin.	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for the Union	$100,600	$22,200	—$77,800
Canada	.....	.....	—
United States	20,100	14,825	— 5,275
United Kingdom	11,700	7,375	— 4,325
Germany	67,000	.....	— 67,000

Cars for Tramways.

Country of Origin.	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for the Union	$136,000	$141,950	+$ 5,950
Canada	.....	.....	—
United States	55,900	91,240	+ 35,340
United Kingdom	74,000	50,720	— 23,280
Germany	3,600	.....	— 3,600

This section of the report will deal with vehicles of all kinds as the great proportion of this import deals entirely with metal manufactures.

The second portion of this section will cover imports of brass, copper, lead and zinc, and the third portion deals with electrical material and machinery.

Bicycles and Parts.

Country of Origin.	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for the Union	$1,130,000	$550,200	—$579,800
Canada	.....	960	+ 960
United States	12,600	54,975	+ 42,375
United Kingdom	1,010,000	475,000	— 535,000
Germany	70,000	105	— 69,895
France	14,000	255	— 13,745
Belgium	9,000	.....	— 9,000
Japan	.....	17,700	+ 17,700

In the year 1918 bicycles and parts were imported from Japan to a value of $66,660; Japan's trade started in the year 1916 with an export to South Africa of $1,250. The average pre-war total trade was $1,150,000 annually.

As bicycles are now used to a greater extent in the cities than the four or five years pre-war, and as the use of bicycles is growing with the native trade, there is a very big possibility in sight for the bicycles which in construction and price will suit this market.

Motor Bicycles and Parts.

Country of Origin.	Value. 1913.	Value 1919.	Decrease or Increase.
Total for the Union	$1,063,000	$712,250	—$350,750
Canada	.....	.....	—
United States	31,200	482,200	+ 451,000
United Kingdom	918,700	230,000	— 688,700
France	29,000	.....	— 29,000
Germany	27,000	.....	— 27,000
Belgium	14,400	.....	— 14,400

The figures for the year 1913 include side cars and parts, which are now a separate entry. From now on the number of motor bicycles imported will be shown in the returns. The total number imported last year was 2,377, of which 1,609 came from the United States, and the balance, 768, from the United Kingdom. Canada shipped under this heading to a value of $1,400 in the year 1912.

The total value of side cars for motor bicycles imported last year was $31,800, the United States being credited with $22,875, and the United Kingdom with the balance of $8,925. The total number imported was 374; there were 266 from the United States and 108 from the United Kingdom.

The total value of motor bicycle parts imported last year was $155,950. The imports from the United States were $76,125, the United Kingdom $99,750, and from France $75.

Motor Cars.

Country of Origin.	1913.	1919.	Increase.
Total for the Union	$4,230,000	$5,379,750	+ $1,149,750
Canada	746,000	1,016,200	+ 270,200
United States	1,818,000	4,284,300	+ 2,466,300
United Kingdom	2,074,000	77,000	— 1,997,000
Germany	293,000	.....	— 293,000
France	167,000	245	— 166,755
Italy	95,000	.....	— 95,000
Belgium	19,000	.....	— 19,000

The figures of trade for 1913 include chassis and parts. These have been made a separate entry since the year 1917. If these separate entries for the year 1919 were added to the total figures of trade under the above heading, the total increase of trade would be $670,050 instead of $1,149,750.

The number of cars imported were first included in the statistical returns of the year 1917. The total that year was 4,733 cars. Canada's share that year was 2,099 cars, the United States 2,596, and the United Kingdom 236 cars. The total cars

imported in the year 1918 was 1,663, Canada shipping 456 of these, the United States 1,203, and the United Kingdom 4 only. Last year's imports totalled 5,752 cars; from Canada there were 1,576, the United States shipped 4,088, the United Kingdom 87, and France 87.

Owing to our efforts many newspaper paragraphs have appeared in the South African papers telling about Canada's development in the manufacture of automobiles. As a result, many of the leading South African firms have expressed a desire to take up correspondence with the view of representation and purchase. So far, only two new Canadian companies have expressed a wish for sale in this country.

Motor Car and Lorry Chassis.

Country of Origin.	Value. 1917.	Value. 1919.	Decrease or Increase.
Total for Union	$114,400	$266,200	+ $151,000
Canada	57,600	177,400	+ 119,800
United States	55,450	82,750	+ 27,300
United Kingdom	1,325	6,050	+ 4,725

The total number of chassis imported in 1917 was 203, of which 150 were shipped from Canada, 52 from the United States and one from the United Kingdom. The total for last year was 775; there were 325 from Canada, 426 from the United States and 24 from the United Kingdom.

Lorries—Power.

Country of Origin.	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for Union	$171,000	$273,700	+ $102,700
Canada	1,600	9,470	+ 7,870
United States	36,000	133,200	+ 97,200
United Kingdom	113,800	130,975	+ 17,275
Germany	12,500	.....	— 12,500
Belgium	10,800	.....	— 10,800
France	5,100	.....	— 5,100

The number of lorries imported were shown for the first time in 1917, when a total of 30 were brought into South Africa. There were 16 in the year 1918, and a total of 319 last year.

Last year Canada shipped 19, the United States 85, and the United Kingdom 215.

The total value shown in the above table for 1913 includes value of lorry parts, which are now shown in a separate entry, particulars of which are submitted in the table which follows.

The 1913 imports were mostly of the high price variety. Last year's imports averaged on a much lighter scale.

The value of motor trucks has been fully demonstrated and there is no doubt about an increase in the use of same in the cities for general cartage purposes. There should also be a growing trade for the truck suitable for country districts making connection with railways. Their use is recommended and encouraged by the general manager of railways in South Africa.

Motor and Lorry Parts.

Country of Origin.	Value. 1917.	Value. 1919.	Decrease or Increase.
Total for Union	$934,600	$1,741,000	+ $806,400
Canada	271,600	173,750	— 97,850
United States	519,615	1,354,900	+ 835,285
United Kingdom	137,600	307,875	+ 170,275
France	1,100	310	— 790
Sweden	.....	1,000	+ 1,000

Perambulators.

Country of Origin.	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for Union	$59,000	$124,550	+ $65,550
Canada	10	850	+ 840
United States	13,300	24,750	+ 11,450
United Kingdom	41,800	98,900	+ 57,100
Germany	3,400	.....	— 3,400

The class and kind of perambulator used in South Africa was illustrated in *Weekly Bulletin* No. 627 of January, 1916. There is of course some sales in the better goods, but the big sale is on the folding article, both in wood and iron and steel frames.

The record of import for cart and carriage imports, also carts and carriages, will be shown later on in this review under wood and its manufactures of same.

As the wheelbarrow imported into this country is by far in greater proportion for the all iron and steel barrow, the figures of trade are submitted here.

Wheelbarrows.

Country of Origin.	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for the Union	$45,000	$71,650	+$26,650
Canada	1,700	22,400	+ 20,700
United States	38,000	46,050	+ 8,050
United Kingdom	4,600	3,160	— 1,440

The statistics of imports in other metals, such as brass, copper, lead and zinc, will be an indication to Canadian engineering plants of development in South Africa. It may be well to mention here that the very large import of zinc is for the gold-mining process on the Rand.

Brass—Bar, Rod and Ingot.

Country of Origin.	Quantity. 1913. Cwt.	Quantity. 1919. Cwt.	Decrease. or Increase.	Value. 1913. $	Value. 1919. $	Decrease or Increase.
Total for the Union	191	359	+168	3,825	12,125	+8,300
Canada	.....	.....	.....	.....	.....	—
United States	.....	157	+157	.....	5,785	+5,785
United Kingdom	194	193	— 1	3,825	5,915	+2,090
Japan	.....	8	+ 8	.....	340	+ 340

In the year 1918, the total imports were 683 cwts., valued at $26,000. The imports that year from the United States were 498 cwts., and from Japan 49 cwts.

NEW UNITED STATES MERCHANTS MARINE BILL AND ITS EFFECT ON FAR EASTERN TRADE.

Trade Commissioner J. W. Ross.

Shanghai, July 2, 1920.—Much anxiety is being expressed by shipping circles in the Far East over the new United States Shipping Bill, which we are informed by Reuter and also by despatches from Tokio, has been signed by President Wilson.

JAPAN GREATLY CONCERNED.

The manner in which this Bill is regarded in Japan may be gathered from the following, taken from the *Japan Advertiser*:—

"With regard to the Merchant Marine Bill of America," says an authority in the Department of Communications, "a brief despatch has been received by the Foreign Office from Mr. Shidehara, the Japanese Ambassador in Washington, to the effect that the Bill passed Congress on June 5 and that the President signed the Bill immediately on its passage. But no definite information has yet been received regarding the amendments made, and it is difficult to say what effect will be produced on Japan's shipping when the American Bill is carried into effect.

WHAT IT MEANS.

"In any case, from Japan's point of view, the most important features of the American Bill are the following points:—

"1. That freight rates on goods carried by American ships be reduced under special Customs tariff arrangement.

"2. That a special railway freight rebate be granted on goods carried by American ships.

"3. That the coasting trade of America be reserved exclusively to American ships, and that the Philippines be included within the coasting trade area.

OPPOSITION IN UNITED STATES.

"Even in America there has been considerable opposition among traders against the first proposal. They took the view that not only was the proposal at variance with the provisions of the Commercial Treaty, but that if it was adopted it would lead to the adoption of retaliatory measures by other countries. As a matter of fact, the British Government protested to the United States State Department, which reminded the House Committee of the advisability of reconsidering the proposal. Nevertheless, the Bill has now passed the House on the peculiar condition that the Bill be carried into effect when the Commercial Treaty is revoked.

MAY FORCE WITHDRAWALS.

"It is not yet known what degree of discrimination against foreign ships will be enforced under the proposal to grant a special rebate of railway charges on goods carried by American ships. If discrimination is carried far, Japanese and British ships will be compelled to withdraw from the Pacific trade, and go by way of Panama and Suez. The result will be the monopolization of the Pacific trade by American ships, and the monopoly means a rise in freight rates. It is clear therefore that the proposal will elicit considerable oposition from exporters and importers, and the American Government will find itself in a difficult position.

PHILIPPINES AFFECTED.

"In the Philippines there is strong opposition to the proposal to include them within the area of coasting trade, and the report that the scheme has been postponed until 1922 is perhaps true. The fact is that it has always been doubtful whether America can extend the scope of her coasting trade to the Philippines."

Japanese shipping interests will not be the only ones affected; for if this Bill is put into operation, not only Japanese but the shipping of every flag, excepting that of the United States, will be placed at a serious disadvantage; in fact, local shipping men state that it will be quite impossible for the ships of other nations to compete with American shipping should the Bill be made operative. It is not unreasonable to suppose that those other nations will keenly resent the provisions of such extreme legislation on the part of the United States Government, and should the Bill be put into force it is quite within the bounds of probability that retaliatory measures may be enacted by the powers concerned, which means every other country whose ships are engaged in overseas carrying trade.

FALL IN SILVER EXCHANGE AND ITS EFFECT ON CHINESE TRADE.

Trade Commissioner J. W. Ross.

Shanghai, July 2, 1920.—The inevitable has come to pass, and as predicted some weeks ago silver has sharply fallen in value, and with it Chinese exchange. Nevertheless this was not foreseen by Chinese dealers, or if foreseen was disregarded by many, who failed to arrange with their banks or their dealers and now must pay the penalty in a greatly increased amount of local money. The constant fluctuations of silver exchange is a most serious and important matter in trade with China. To those living in countries blessed with a fixed exchange and a non-fluctuating currency, it is difficult to understand the ramifications of Chinese money and the part it plays in the daily life of the business men of this country. Briefly the situation as it exists to-day is, that within the past six weeks silver exchange has fallen in Shanghai about 40 per cent. In January this year a Canadian dollar was worth only 75 cents in Mexican money, so high was silver at that date, and to-day a Canadian dollar will buy about $1.25 Mexican, or local currency. After the Chinese New Year in February, Chinese dealers bought heavily in England and America on the basis of the high value of their dollar at that date, and are now called upon to take up their commitments with dollars which have only a present day value of about 60 per cent of that prevailing when the goods were purchased. The great bulk of the transactions put through when silver was high, was in Manchester goods. Much correspondence has passed between the Chinese Chamber of Commerce and the local British and American Chambers and the Chinese Piece Goods Guild upon the situation but foreign merchants are not disposed to cancel contracts, but intend to hold the native dealers to their agreements; for as they point out China has been at a wonderful advantage during the past two years in the high value of its currency, when dealers were in a position to make foreign purchases at a lower figure than any other country in the world, and now while exchange has gone against them, partly due to their own want of foresight in not fixing their exchange, or covering their transactions, they should bear their losses and take up their contracts. A cable message from the China section of the Manchester Chamber of Commerce received by the Shanghai Chamber on 28th June, also announces that merchants there will decline to cancel orders on books on account of exchange troubles in China. That the rather serious difficulties which at present prevail will finally pass, and that values will adjust themselves and become adapted to changing conditions, and will probably drop to pre-war figures, is the opinion of leading business men and financiers in the Far East. That some sort of a slump was bound to come sooner or later has been the opinion of many for some time, but like all inflated values the fall in silver was not expected quite so soon nor its descent thought to be quite so rapid as it has turned out to be. Imports may be checked for a time until the markets become empty and present stocks exhausted; so business may be dull for a few months, but foreign goods must eventually be required and will be paid for in silver at its present value or lower. On the other hand the new values will go far to help exports, so that the new crops of silk and tea will probably now be moved at prices which foreign buyers can afford to pay.

TRADE NOTES FROM NORWAY.

Commercial Agent C. E. Sontum.

The Norwegian Loan Market.

Christiania, Norway, June 2, 1920.—It appears from a statement recently published that 159 municipalities (towns and rural districts) have been in the market for loans at a total amount of £12,000,000. Besides this the state has issued two loans at a total of £10,000,000; and finally it may be mentioned that a number of leading industrial concerns have been in the market for at least £3,000,000. All this shows that the Norwegian money market has had to meet heavy demands the necessity of which can only be fully and fairly judged by those who are intimately acquainted with the conditions brought about by the war.

On the other hand, it is obvious that this policy cannot be continued hereafter as easily as before, and in leading circles they are fully aware of this fact.

Exports and Imports of Norway, April, 1920.

The trade paper *Farmand* gives the following statistics for the articles mentioned below:—

The imports of foodstuffs show a considerable decrease since last year for several sorts, while f.i. butter and meat have been imported in enormous quantities.

	1920.	1919.	1913.
		Metric Tons.	
Meat, unsmoked, in carcases	989	180	321
Meat, unsmoked, otherwise	451	406	93
Pork, otherwise	226	905	115
Cheese	103	208	71
Butter	338	237	9
Barley	569	.....	61
Wheat	.....	7,816	2,845
Rye	1,828	2,256	16,360
Rye flour	1,012	3,589	6,196
Wheat flour	7,313	.....	5,165

The imports of mineral raw materials show a continued decrease of the coal import, while the figures else are satisfactory:—

	1920.	1919.	1913.
		Metric Tons.	
Coals	83,000	102,000	177,000
Cinders and cokes	17,000	11,000	12,000
Common salt	12,000	6,000	17,000
Glauber's salt	1,078,000	2,000	642,000
Calcined soda	1,407,000	1,790,000	1,234,000

The import of raw iron was increasing, while the other metals show a decrease.

	1920.	1919.	1913.
		Metric Tons.	
Pig iron	1,556	1,333	1,092
Steel	161	236	453
Iron in bars and bolts and band iron	4,019	2,387	4,297
Iron plates	3,589	5,379	5,799

The exports show very satisfactory figures for the month of April. The quantities are considerably increased since the month of April last year and for a lot of very important articles the quantities were exceeding those exported in the year 1913.

The fish export shows an increase since last year, but still it is less than normal. It is to be presumed that the government's export is very important, and as the government is selling on credit, partly on very long terms, the importance of the figures is reduced very strongly. The exports of canned goods have increased considerably since last year. The item "other tinned herrings" is thus increased more than tenfold, as it has increased from 171 to 1,775 metric tons.

	1920.	1919	1913.
		Metric Tons	
Herrings, fresh	12,806	3,302	16,095
Klip fish	543	865	2,562
Herrings, salt (1,000 hectoliters)	11,315	11,836	99
Smoked brisling	250	12	1,089
Herring grits, etc	2,004	60	608

The wood exported totalled in the month of April 120,000 m^3 as compared with 78,000 m^3 (metric cube=420 feet board measure) in 1919, 46,000 in 1918, and 120,000 m^3 in 1913. The increase since the two previous years is very important and is due to the increase in the export of sawn and planed wood. During the four months January to April there has been exported 318,000 m^3 as compared with 232,000 and 203,000 during the same period in 1919 and 1918 respectively.

	1920.	1919.	1918.
		1,000 m^3	
Raw wood	24	29	31
Planed or sawn wood	96	49	88

Wood pulp has also been exported in greater quantities than in April last year, but less than in 1913. Chemical wood pulp, however, has been shipped in larger quantities than was the case in the years mentioned above. The paper export shows an excessive increase. The quantities are more than thrice those from last year and are fully as high as the normal figures. Wood cardboard shows a remarkably strong increase:—

	1920.	1919.	1913.
		Metric Tons.	
Printing paper	9,580	3,381	9,061
Packing paper	7,241	2,275	6,857
Wooden cardboard	1,439	448	401
Wood pulp, dry	521	1,058	1,643
Wood pulp, wet	32,495	29,643	48,091
Chemical pulp, dry	18,612	4,937	17,460
Chemical pulp, wet	.....	.....	50

Wood Trade.

The market is quiet under the influence of a very limited demand on the part of England. Prices, however, remain on the former level.

Forest Fires in Norway.

On June 19 one of the heaviest forest fires on record in this country broke out in the forests of Rendalen, some 180 miles north-east of Christiania. The origin of the fire was due to some careless fellows who were preparing their coffee. It spread rapidly, swept by a heavy southern storm and very soon an extensive area was ablaze.

From all parts people rushed to assistance, civilians and military, until between 1,500 and 2,000 men were engaged in resisting the terrible enemy. For more than fifteen hours all efforts seemed in vain, but at last the practical skill and tireless energy of the men prevailed and the fire was at last overpowered. Happily very heavy rains set in, which completely extinguished the smouldering embers.

The devastated area is estimated at upwards of 6,000 acres, and the damage, although not yet officially stated, is hardly below £60,000.

Some other forest districts have also been visited by fires lately, but fortunately on a much more limited scale. But on the whole these fires naturally mean a great drawback to the wood trade and the allied industries.

Pulp and Paper.

The markets for pulp and paper remain practically unaltered since our last report, owing to general slackness prevailing at this time of the year.

Fish and Oil Trade.

The cod fishery in Finmarken during the week ending June 30 yielded a return of about 1,118,000 cods, whereby the aggregate quantity of the season up to the said date amounts to 6,811,000. For the whole country, up to the said date, the quanaity may be estimated at 38,000,000 as compared with 30·2 and 24·4 millions for 1919 and 1918 respectively.

The bank fishery off Aalesund yielded a fairly satisfactory return, the same being also the case with the mackerel fishery, carried on along the southeast and west coast.

The Freight Market.

The outward market has a weaker tendency than recently, owing to the demand having fallen off. The following fixtures may be mentioned:—

East Norway, E.C.C.P., kulskarp and mining timber, $33.

East Norway, E.C.C.P., props, $34 to $36.

Christiania, Liverpool, dbb., $42.67.

Skiensfjord, Boulogne, ice, $16 per ton.

Skiensfjord, London, ice, $11.75 to $12.50 per ton.

The Baltic market remains rather dull and freights, as a consequence, have a generally declining tendency. There is reason to suppose that this fact, to a certain degree, must be ascribed to the fire of Wifstad wharf, as many orders have suddenly been withdrawn.

The coal situation is still very difficult, and many boats are going from England to the Baltic in ballast in order to fetch their loads rather than lie idle in some coal port waiting at random for a cargo of coal.

IMPORTATION OF RUBBER TIRES AND TUBES IN NEWFOUNDLAND.

Mr. W. B. Nicholson, Canadian Government Trade Commissioner, St. John's, Newfoundland, writes as follows in reference to the importation of rubber tires and tubes into Newfoundland:—

"As compared with 1917-18 importations of automobiles were larger in 1918-19, in consequence of which the demand for tires and inner tubes must have increased correspondingly.

"The following comparative statement compiled from the Customs Returns shows the increase in importations in 1918-19 and 1917-18.

	1918-19.	1917-18.
Automobiles—		
United Kingdom	$ 1,090	$ 1,436
Motor cycles and parts—		
Canada	23,370	2,779
United States	208,314	84,999
Totals	$232,774	$88,204

"Automobiles and parts, including tires and inner tubes, constitute by far the greater part of importations under the above head. Only the value, however, is given. The duty is 45 per cent and 10 per cent surtax.

"Importations from Canada should come by steamer via Montreal, and quotations c.i.f. here.

"With regard to the possibilities of trading with Newfoundland it is simply a matter of quality and price."

MARKET FOR AUTOMOBILE TIRES AND TUBES IN NORWAY.

Mr. C. E. Sontum, Canadian Government Commercial Agent in Christiania, Norway, writes as follows regarding the importation of automobile tires and inner tubes:—

"I beg to say that considerable quantities of automobile tires and inner tubes are sold in this country, most of which are at present imported from the United States.

"The duty on automobile tires and tubes is 30 ore (100 ores equal 26·8 cents) or about fourpence a kilo (a kilo equals 2¼ lbs.).

"Goods from Canada to Norway are at present most conveniently shipped via New York with the Norwegian American Line's steamers which are going direct from New York to Christiania. The importers here prefer to have the prices quoted c.i.f. Christiania, or at least f.o.b. steamer New York."

INVOICE REQUIREMENTS, CONSULAR REGULATIONS, ETC., OF OTHER COUNTRIES.

Trade Commissioner J. W. Ross.

China.

Chinese Customs regulations respecting invoices, declaration of origin, marking of packages, etc., are hereunder set forth.

INVOICES.

The following are required by the Customs.

(*a*) Manufacturer's invoice, showing country of origin, one copy.

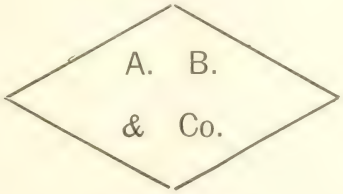
This must be furnished whenever possible, but in the case of goods re-exported from another country, this cannot always be supplied.

(*b*) Shipping invoice, one copy.

(*c*) If goods have already been sold, a copy of the local sales contract may also be demanded.

(*d*) Marks on cases or packages.

In the case of a shipment of a number of packages in one lot, each case should be numbered thus, Case No. I, Case No. II, etc. This will avoid the examination of every case by the Customs. Invoices should read: say 10 cases Machinery, Nos. 1 to 10, or 10 cases Condensed Milk, Nos. 1 to 10, marked



REQUIRED BY SHIPPING AGENTS.

Bill of lading in duplicate; these are the regular bills of lading setting forth number of packages, description of marks and numbers, weights, cubic feet, and are to be obtained from all shipping agencies.

CHINESE CUSTOMS DUTIES.

The Chinese Customs tariff, which has been fixed by treaty with the various Powers, is a 5 per cent ad valorem duty only, which is applied to imports and exports alike. The port of Shanghai is the chief point of entry of all foreign goods imported into China.

In addition to the import and export tariff duties, there is a wharfage dues surcharge of 2 per cent of the duty paid, the amount thus received being divided between the International and French Municipal Councils and the local Chinese officials by an arrangement made in 1899. This is purely a municipal tax, and as a measure of convenience is collected by the Customs at the time the duty is paid.

In addition, there is a conservancy tax of 3 per cent of the duty paid, which is also collected in the same manner—and for the same reason—by the Customs and remitted to the Conservancy Board of River Improvement at the port of Shanghai.

COUNTRIES OF ORIGIN.

Until quite recently returns of the country of origin of imports entering China have not been insisted upon by the Customs authorities, the result has been that Chinese Customs returns have never been accurate, and certain countries—Canada as an instance—have been given credit in the returns for a volume of exports to this country which they clearly were not entitled it; imports from Canada in many cases for the reason that the goods were shipped out of Vancouver were entered as exports from Canada, but were really the product of the United States. In the same manner the great volume of merchandise passing through Hong Kong was recorded in Customs returns as imports from Hong Kong, whereas scarcely any of such goods have had their origin in the latter port. Recent instructions issued by the Customs administration have, however, changed this, and hereafter the country of origin of all imports must be recorded. In the future we may therefore expect to have more reliable returns and a nearly accurate record of the trade of China with each foreign country.

The Customs administration of this country record its returns in Chinese and English, and its official correspondence with foreign countries is in English, therefore invoices and shipping documents need only be made out in the latter language.

PARCEL POST.

Goods entering China by parcel post are subject to the same customs regulations as all other imports, but of course bills of lading are not required. Parcel post packages, unless of samples, must be accompanied by properly attested invoices setting forth the origin and value of the contents, otherwise they will be examined by the Customs and the value appraised for duty.

HONG KONG.

The Commercial secretary to H.M. Legation, Peking, has forwarded the following information respecting invoices and other shipping document required for exporting goods to Hong Kong.

The Customs authorities of Hong Kong do not call for invoices filled out in any special way by Canadian exporters. Certificates of origin are not required.

All imports into Hong Kong are governed by the Imports and Exports Ordinance of 1915: Tobacco and liquors alone being subject to duty. The import of opium and its derivatives, arms and ammunitions, and foreign dyestuffs is forbidden, subject to the terms of the Ordinances governing the same.

The Imports and Exports Ordinance of 1915 referred to provides that "No person shall import or attempt to import any article without having previously obtained either an import permit authorizing him to import the said article or an import license exempting him from the operation of this rule". This rule does not apply to imports by post, but the Postmaster General may, in his discretion, refuse to deliver any article until the addressee produces an import permit.

No person shall import or attempt to import any unset diamonds.

CANADA AND THE BRITISH WEST INDIES.

By Watson Griffin.

III.

The Black and Coloured Races.

In Canada and the United States the name "coloured people" is applied indiscriminately to all who have negro blood whether pure or mixed with white blood, but in the British West Indies it is used only in reference to those who are evidently of mixed white and negro blood. In the census returns of most of the colonies as well as in common parlance the people are divided into four classes—whites, coloured or mixed, blacks and East Indians.

British Guiana besides those of East Indian origin had at the last census 6,901 aborigines, 2,622 Chinese, 115,438 blacks, 30,251 mixed or coloured and 14,021 whites. In Trinidad, the Windward Islands and the Virgin Islands the census returns make no race distinction except in the case of East Indians and those of East Indian parentage. In Barbados according to the census of 1911 there were 12,063 whites, 41,533 of mixed colour, and 118,387 blacks. Dominica, Montserrat, Antigua and St. Kitts-Nevis had together 3,116 whites, 25,542 of mixed colour and 92,975 blacks. Jamaica had 15,605 whites, 163,201 coloured, 630,181 blacks, 17,380 East Indians and 2,111 Chinese, besides a few others not specified.

The flying visitor to the British West Indies, whether a tourist or a commercial traveller, does not see the best of the coloured and black population. He walks or drives through the streets and perhaps has time to take a short run into the country. He has no opportunity to really investigate the condition of the people. He notices that the great majority of them are barefooted. He sees many idlers in the streets and on the wharves.

As I was going into a business house in Dominica a small boy hurried forward, opened the door for me and said as I passed in: "I'll take a penny for my kindness, sir."

The visitor is constantly beset by men and boys who press their services upon him and usually want a good deal more than a penny for their kindness. If he happens to talk to a planter he may learn how difficult it is to get black men to work more than three or four days per week. He is apt to carry away the impression that the black population are nearly all loafers and buy so little that the trade of the British West Indies is not worth the trouble it takes to get it. I have heard many expressions of opinion to this effect from Canadians who have made hurried visits to the West Indies.

But there is a better side. In Barbados, the Windward Islands and the Leeward Islands, where nearly all the labourers are black or coloured, the exports of domestic products amounted in value to about $8,300,000 annually at the low prices which prevailed before the war. In addition to these exports the labourers grow considerable quantities of fruit and vegetables for their own consumption. It is evident that they must do a considerable amount of work in the course of a year.

It has been noted that Barbadian labour is said to have built the Panama canal, but Barbados is not the only island that sent black labourers to the canal zone. Considerable numbers went from the Windward and Leeward Islands. While travelling from island to island I heard many stories of men who had returned from the canal zone, bringing with them money enough to buy a little land, and of men who had sent money home to relatives to buy land. In one year the Barbadians working in the canal zone sent home postal money orders to the amount of $316,516. Men who can satisfactorily perform the arduous labour required in the construction of the world's greatest canal and who have sufficient love for the home folks to send that amount in money orders to relatives in one year certainly cannot be classed as loafers.

Barbadians employed in the United States also sent home considerable amounts. The post office money orders sent from the United States to Barbados amounted in value to $93,628 the last year before the war.

The number of depositors in the Barbados savings bank on the 31st day of March, 1914, was 20,572, and the amount to their credit was $2,042,630. There were 37,255 depositors in the Government savings bank of Jamaica and the amount to their credit on the 31st of March, 1914, was $1,521,460. The statistics do not distinguish between white and black depositors, but as the percentage of white people is very small in both Barbados and Jamaica, and nearly all the planters and merchants have accounts in the Royal Bank of Canada, the Bank of Nova Scotia, or the Colonial bank, it is evident that a very large proportion of the savings bank depositors must be black or coloured. Pre-war figures are given as they are a better indication of normal conditions.

The general writing of letters is usually regarded as an indication of the intelligence of the people. In Jamaica in 1914, 9,400,277 letters and 946,602 postcards were mailed. The Barbados post office handled 2,068,459 letters and 160,801 postcards. It should be noted that the Barbadians live on an island only 21 miles long and 14 miles across at its widest part. A large proportion of them own donkeys and carts. All of them frequently visit Bridgetown and have opportunities of meeting each other. Thus the necessity of writing letters is not so great as in a vast country like Canada where relatives and friends are often separated by wide distances.

Considering the general poverty of the people the percentage of the black and coloured population of the British West Indies who can read is large. Among the younger people very few are unable to read. In Jamaica, where over 95 per cent of the people are black or coloured, the number enrolled at the elementary schools alone is over 100,000 and there are a large number attending the higher schools. At the census of 1911 the number who could read in Jamaica was 446,778 in a total population of 831,383, a considerable proportion of whom were grown up when the present system of education was adopted.

There is no compulsory ducation law in Barbados, yet there were enrolled at the primary schools over 28,000 pupils besides a considerable number at the higher schools.

There are 280 friendly societies in Barbados established for the purpose of raising funds for the relief of members and their families in time of sickness and death. These societies had 42,850 members whose families entitled to participate in benefits numbered 110,458. Whatever may be said of those friendly societies the fact that so large a proportion of the population have joined them and regularly pay the fees to continue membership seems to indicate that the negro race is not so improvident as it has been described to be.

Barbados is one of the most densely populated countries in the world, yet the black and coloured people everywhere look well fed, happy and cheerful.

I was told by the manager of the Trinidad Electric Railway, an enterprise controlled by Canadian capital, that nearly all their employees were black men. In the workshops where cars are repaired and sometimes almost completely reconstructed black mechanics are employed. He spoke very favourably of their work and said he found them as intelligent as white workmen.

In British Guiana the gold and diamond miners, the lumbermen and those who go into the forest to bleed balata trees are nearly all black men. They like this life of adventure and speculation better than working on plantations. They receive somewhat higher wages for such work than for agricultural labour, which is another inducement. At the shipping ports nearly all the labourers are blacks. They are better paid than agricultural labourers, but in the smaller islands they cannot find constant employment in loading and unloading ships, and some of them work on plantations in the neighbourhood when there is no demand for their labour in the towns. The carpenters and builders, blacksmiths and other mechanics employed



A Group of West Indian Barristers.

both in the towns and on the plantations are usually black or coloured as are also the great majority of shoemakers, shoe menders, watch and clock repairers.

The black men are said to despise agricultural labour because they associate it with the old slavery days. In Trinidad and British Guiana probably less than twenty per cent of the labourers on plantations are blacks. But the East Indians have not the muscular strength necessary for digging ditches in competition with black men. At such work a black man may earn more than twice as much in a day as an East Indian when paid by the piece.

The great majority of the clerks both in the retail stores and wholesale houses of all the colonies are coloured. There are a larger number of white clerks in Barbados and British Guiana than in any of the other colonies.

In the Leeward and Windward Islands a considerable proportion of the successful merchants are coloured and quite a number of coloured men are owners of large estates.

The majority of the lawyers and doctors are coloured men and many of them have been educated at English universities. I have found in conversation with some of them that they are remarkably intelligent and well informed.

Principals of schools and colleges in the different colonies have told me that their coloured and black pupils show as much intelligence and diligence as the white pupils and in many cases take the prizes.

While nearly all the East Indians are said to save money the black man has the reputation of spending all he earns, yet it is evident from the statistics of post office savings banks, post office money orders and land purchased that this is not altogether true.

Efforts to settle black men on the land as peasant proprietors have not been very successful in British Guiana and only moderately so in Trinidad, but in some of the Islands, and notably in Grenada and St. Vincent Government subdivisions of land among the black peasantry have been remarkably successful as will be shown in the next chapter of this report.

The report of the West India Royal Commission of 1897 made the following comparison between the negro and the East Indian labourers:—

"The negro is an efficient labourer, especially when he receives good wages. He is disinclined to continue labour extending over a long period of time and he is often unwilling to work if the wages offered are low though there may be no prospect of his getting higher wages from any other employer. He is fond of display, open-handed, careless as to the future, ordinarily good humoured and excitable and difficult to manage, especially in large numbers when his temper is aroused. The East Indian immigrant, ordinarily known as the coolie, is not so strong a workman, but he is a steadier and more reliable labourer. He is economical in his habits, is fond of saving money, and will turn his hand to anything by which he can improve his position."

With reference to peasant proprietors the commissioners said: "It seems to us that no reform affords so good a prospect for the permanent welfare in the future of the West Indies as the settlement of the labouring population on the land as small peasant proprietors; and in many places this is the only means by which the population can in future be supported. But whilst we think that the Governments of the different colonies should exert themselves in the direction of facilitating the settlement of the labouring population on the land we see no objection to the system of large estates when they can be maintained under natural economic conditions. On the contrary we are convinced that in many places they afford the best and sometimes the only profitable means of cultivating certain products and that it is not impossible for the two systems of large estates and peasant holdings to exist side by side with mutual advantage."

IV.

Successful Peasant Proprietorship.

For information regarding the land settlement schemes in Grenada, Carriacou and Union Island I am indebted to Mr. G. Whitfield Smith, who was Commissioner of Carriacou, and is now in the Bahamas; Mr. Walter Bertrand, Land Officer, Grenada, and Mr. Gilbert Auchinleck, formerly Superintendent of Agriculture in Grenada, whom I met on a steamer bound for Mauritius where he has taken a position in the Agricultural Department. Mr. Auchinleck's statement regarding the success of these settlements and the great improvement that has taken place in the material and moral condition of the people was fully confirmed by Sir Francis Watts, Commissioner of the Imperial Department of Agriculture, Hon. Herbert Ferguson, Treasurer of Grenada, and Hon. Edward Drayton, formerly Colonial Secretary of Grenada. I supplemented the information obtained from these sources by an examination of the tax rolls of Grenada containing 8,597 names with the acreage owned by each.

Following is a summary of the various classes of holdings in Grenada and Carriacou, the owners of which paid land taxes:—

Under 2 acres	4,970
Under 3 acres	1,212
Under 5 acres	1,136
Under 10 acres	682
Under 20 acres	251
Under 100 acres	209
100 acres and over	137
Total land owners	8,597

The present system of encouraging the settlement of peasants on land in Grenada is based on a plan devised for the Island of Carriacou by Hon. Edward Drayton which proved remarkably successful. Carriacou is a dependency of Grenada about 20 miles to the north of this island and has an area of about 13 square miles.

In 1903 the Government of Grenada, acting on the suggestion of Hon. Edward Drayton, decided to inaugurate a system of peasant proprietorship in Carriacou and in May of that year an estate of 709 acres was acquired for subdivision. Other purchases followed as the success of the experiment was demonstrated until 1,435 acres had been acquired and the greater part of it sold in small allotments to peasants. In alloting land those who could pay cash were given first choice in order to attract a desirable class of settlers who would be an example to the others, but as the great majority of those whom the plan of settlement was designed to benefit had no money they were allowed to make payment in twelve annual instalments with interest at the rate of 5 per cent.

THE MONEY PAID BACK.

Ten years after the sale of lots began the peasant purchasers had paid the government £8,587, while the entire cost of the 1,435 acres of land with interest and other expenses connected with the subdivision amounted at that time to £8,449. While more than the amount invested by the Government had been returned within ten years there still remained at that time £600 to be paid by the allottees which I understand was afterward paid. An additional estate of 488 acres purchased at a later date than the 1,435 acres referred to was sold in small allotments in the same way, but is not included in this calculation. At the time I visited the islands not a single case had occurred where the purchaser forfeited his land through inability to pay instalments of purchase money and interest. Prices varying from £2 to £15 per acre according to the location and character of the land were paid by the settlers.

One of the conditions of purchase was that no allottee could sell, alienate or mortgage his holdings for a period of twelve years from the date of allotment without the consent of the governor. This clause contributed greatly to the success of the settlement scheme, for in all the British West Indian colonies it has been found that blacks who acquire land are very ready to mortgage it at high rates of interest and in many cases it soon passes out of their hands. In Grenada before the present policy of government subdivisions was adopted some of the large estates had been subdivided by their owners for sale to peasants and a large proportion of these allotments were soon under mortgage.

In Trinidad it is so generally recognized that the black peasants owning land are ready to mortgage it that an official handbook issued by the Board of Agriculture for the purpose of encouraging the settlement of Englishmen with capital, after explaining the terms on which forest land can be acquired from the Government and how it may be improved, says: "Another method of forming a cacao estate is to purchase a block of cultivation surrounded by those of a number of small peasant proprietors and gradually to acquire the latter by purchase. Many large estates in Trinidad have been thus formed from small beginnings, the character of the native peasantry being such as to lend itself to the scheme, especially where the prospective proprietor runs an estate shop on the credit system. As a matter of fact this procedure has been responsible for the amalgamation of several previously independent parcels into one large estate."

CONDITIONS EXISTING BEFORE.

Describing the conditions that led to the adoption of the land settlement project of Carriacou and the change which took place after it went into effect, Mr. Gilbert Auchinleck said: "A number of large estates in Carriacou had abandoned sugar cultivation owing to low prices of sugar. Such cultivation as survived was conducted on a crude system of metayerage. Affairs steadily drifted from bad to worse until the inhabitants were reduced to a deplorable state of destitution and pauperism. Where the land was cultivated at all it was done in the half-hearted manner which betokened the efforts of a people lost to all hope who were apathetically content with such feeble returns as could be extracted from a soil in which they had no interest or part beyond that of satisfying immediate needs.

"With the advent of the land scheme a remarkable change took place. Lands were rapidly taken up, cleared and planted. Agricultural lots were fenced in with barbed wire, the Government supplying the wire on easy terms of payment. For years the young and able-bodied male population of the island had been compelled to seek a field of labour in the neighbouring Island of Trinidad and the Venezuelan Republic, and a number of them saved money which they deposited in the savings bank of Trinidad. Immediately on the inauguration of the land scheme large portions of these savings were withdrawn and invested at Carriacou, either in the purchase of land or in the erection of neat and substantial cottages on the holdings of their parents.

"The well-kept allotments of these peasants each with its attractive cottage afford a unique object lesson in the possibilities of peasant proprietary settlements when well conducted.

"Not less remarkable has been the moral effect on the people themselves. Court records disclose that the year before the inauguration of the project upwards of 500 cases were brought before the magistrate of the district for hearing. In 1913, ten years afterward, this number had dwindled to about 280 chiefly confined to offences of the most trivial description.

"It has been found at Carriacou that a holding varying in size from 2 to 3 acres is about as much as an unaided peasant can handle."



Women going to Market.

THE UNION ISLAND SETTLEMENT.

With reference to the Union Island settlement, Mr. Auchinleck said: "Prior to 1910 this island was private property and for many years had been worked as a cotton plantation on the metayer or share system, the conditions of which were even more harassing to the cultivator than those which obtained at Carriacou.

"The inhabitants numbering about 1,500 were at that time herded together into two small villages of squalid wattle and daub huts without the least regard for privacy or sanitation. They were not allowed to keep cattle or to grow provisions except in special localities where the soil was sandy and almost worthless for cultivation. Under such circumstances it is not surprising that the islanders bore an unenviable reputation for lawlessness. In 1910 the Government of St. Vincent purchased the island and inaugurated a peasant land settlement on the lines so successfully adopted in Carriacou. After setting aside 606 acres for first conservation the remainder, about 1,400 acres, was cut up into allotments varying in size from 2 to 5 acres. Nearly all the lots have been taken up, and already the exports of cotton, poultry and small stock from the island have been doubled. The outlook for the land scheme at Union Island is of the most hopeful character. The squalid villages are fast disappearing and on all sides one sees neat and in some cases pretentious structures in course of erection on the lands of allottees. Several provision shops have sprung into existence and the place now wears an air of prosperity where three short years ago squalor and poverty reigned supreme.

"There has always been a misapprehension on the part of the public as to the effect of a policy of land settlement on the labour supply. There seems little doubt that labour will be made more expensive, but it is likely to be more certain and more efficient. In Carriacou and Grenada the labour supply available for the large estates appears to have increased where government settlements have been established without any influx of settlers from other districts. The improvement of the quality of labour may be explained by the realization of a very human trait: a peasant barely subsisting on low labour wages will always be shiftless, unreliable and disinclined to work, but the instant he becomes a landowner and is able to provide himself with good food and comfortable living he seeks labour in order to obtain money for further luxuries. At the same time his absolute dependence on the larger owners is of course greatly lessened. The general effect of a peasant settlement on labour supply may then be summed up by saying that labour is improved in quality and quantity because the peasantry are more independent."

Although Mr. Auchinleck commends the clause in the regulations which prevents the mortgaging of land he thinks that in many cases where settlers are in need of money for improvements some system of advances by the Government will have to be adopted.

It is not the policy of the Grenada Government to bring about the subdivision of all the large estates. The aim is so far as possible to select for subdivision estates that are not being fully cultivated by their owners. It is thought that the interests of the people will be best conserved by the maintenance of a number of large estates that will give employment to the peasant proprietors of small allotments.

The Imperial Department of Agriculture has from the first exercised a paternal supervision over these settlements, being always ready to give advice to the peasants. Without this direction the settlements would probably have proved failures.

The success of the government settlements in Carriacou, Union Island and Grenada as compared with the failure of many other settlements of the black peasantry in the British West Indies seems to demonstrate that when the mortgaging of lands is prohibited and the work of improving and cultivating them is carefully supervised by the Department of Agriculture, remarkable success may be achieved, whereas if the peasant proprietors are left entirely to themselves with freedom to mortgage their lands and no direction as to how to cultivate them they are apt to be very shiftless and often lose their property.

ST. VINCENT PEASANT PROPRIETORS.

In addition to Union Island, containing 2,057 acres, the Government of St. Vincent has acquired five large estates in different sections of the colony containing a total acreage of 5,060 acres, so that altogether this colony has 7,127 acres for peasant proprietors and most of the subdivisions have been allotted. The government officials think there is no doubt that a great improvement has taken place in the condition of the peasantry and that steady progress is being made.

ST. LUCIA'S EXPERIMENTS.

In St. Lucia, the Government acquire two large estates at opposite ends of the island for subdivision. I was told that in one of these subdivisions the peasants had shown remarkable thrift and made their payments regularly, but that the other settlement had proved far less successful, although the conditions of sale were the same.

JAMAICA'S PEASANT PROPRIETORS.

In Jamaica six-sevenths of the land alienated from the Crown is now in the hands of peasant proprietors, and there are nearly 100,000 landowners, most of whom have less than five acres. The Government of Jamaica is taking great pains to instruct the peasants in agricultural science, and improvements in methods are steadily being made on many of the small holdings, although in some cases the results are discouraging.

VALUE OF CURRENCY OF INVOICE.*

1. When the value of any currency has been proclaimed by the Governor in Council, subject to the provisions of paragraph 2 hereof, collectors of customs are to compute the value for duty according to the rate so ordered and proclaimed from time to time. The fair market value of the goods when sold for home consumption in the principal markets of the country of export as of the date of export should always be shown in the terms of the *standard* coins of the currency of the country of export, whether this standard be gold or silver, and regardless of whether transactions in specie actually take place or not. If payments of specie have been suspended and the business of the country of export is carried on in a paper currency, the home market value of the goods exported may be shown in terms of the paper currency, provided the value of the paper currency in relation to the standard coins be also shown. The governing value of the goods for duty purposes is the home market value in the terms of the *standard* currency of the country of export.

2. Whenever—(*a*) the value of a currency has not been proclaimed, or whenever—(*b*) though proclaimed, there is no fixed standard value (and it is to be noted that where a currency is based on silver or on any other standard than gold there can be no fixed value in relation to the currency of Canada), there shall be attached to the invoice of the goods imported the certificate of some consul resident in such place or country, showing the true value of the currency in which such invoice is made out, at the time when and in the place or country where such certificate is given, as compared with the standard dollar of Canada.

3. Whenever from any cause the value of any such currency, referred to in paragraph 2 above, headings (*a*) or (*b*), has become depreciated there shall be attached to the invoice of the goods imported the certificate of some consul resident in such place or country, showing the extent of such depreciation, and in such cases wherever the value of the depreciated currency is dependent upon the rate of exchange on London,

* Vide Section 59 of the Customs Act.

it shall be optional with the importer, with the consent of the collector, to compute the value for duty at the rate of exchange certified by the bank through which the same is drawn, as current at the time and place when and whence the goods were exported to Canada.

4. By section 9 of the Currency Act, 1910, it is provided that the British sovereign shall pass current and be legal tender in Canada for four dollars eighty-six cents and two-thirds of a cent of the currency of Canada.

EXPORT OF COAL FROM CANADA.

The exportation of coal from the Atlantic, St. Lawrence River and Gulf ports of Canada, except to the United States or to Newfoundland, unless otherwise permitted and in accordance with regulations to be promulgated by the Board of Railway Commissioners for Canada, has been prohibited as from the 1st day of August.

TAXATION UNDER THE NEW FRENCH BUDGET PROPOSALS.

(British Board of Trade Journal.)

The measure for "the creation of new fiscal resources" has now been passed as law (dated June 25) and promulgated in the French *Journal Officiel* for June 26.

The notice published in the *Journal* for June 24 [see *Weekly Bulletin* No. 859, page 173] gave particulars of the provisions having a direct bearing on the taxation of goods imported into France, as they stood in the Bill as passed by the Senate. Various modifications were made in the Bill during its subsequent parliamentary progress, affecting, *inter alia*, the tax on turnover (and the consequential tax on imports), and the consumption duty on vanillin. The following notes show the points in which the provisions of the law, as finally passed, differ from those already noted.

TAX OF 1 PER CENT ON IMPORTS.

Articles 54 to 76 of the law provide for the levy of a tax on the turnover of all persons exercising trade or professions, with various exceptions. As regards traders, the tax is fixed at 1 per cent, plus a tithe (i.e., a total of 1·1 per cent) of the turnover, instead of 1½ per cent as proposed by the Senate. In the case of "articles of luxury" it is to be 10 per cent. In order to place merchants and private individuals who make purchases abroad as far as possible on an equality with those who make purchases in France, it is provided under Article 72 that imported goods shall be subject, whoever be the importer, to a tax of 1 per cent assessed on the value of the goods (including the customs duty, consumption duty, and circulation tax), or, in the case of goods classed as "articles of luxury" and destined to persons other than merchants, to a tax of 10 per cent. Further, where a person outside France buys goods in France and has them delivered to a third person in France, such delivery shall be regarded as an importation, and the seller of the goods must pay, in addition to the tax of 1 per cent applicable to the sale transaction, a second tax of 1 per cent, or of 10 per cent (according to the quality of the third party who has taken delivery and to the nature of the goods). Business connected with sale or brokerage operations on goods exported will not be subject to these taxes of 1 per cent and 10 per cent, but exceptions from this rule may be made, in the case of certain "luxury goods," subject to the 10 per cent tax.

The "luxury tax" established by Article 27 of the law of December 31, 1917, abolished save in so far as concerns wines classed as "luxuries" (in respect of which it is increased to 15 per cent) and potable spirits, liqueurs, aperitifs, and full-bodied

wines (in respect of which it is increased to 25 per cent). This tax is levided on such beverages when imported and destined for retailers or consumers. The value on which the tax is to be levied is the local market value, including customs duty and consumption or circulation duty.

[Note.—A decree was published in the *Journal Officiel* for July 2 containing regulations respecting the payment of the tax on imports, and exemption from the turnover tax of exported goods.]

Decree specifying "articles of luxury."

A presidential decree (dated June 26) was published in the *Journal Officiel* for June 27, specifying the goods which are to be classed as "articles of luxury" for the purpose of the application of the turnover tax provided by the law of June 25. As regards the taxation of such goods on import, see the reference to Article 72 of the law, in the paragraph "Tax of 1 per cent on imports" in the preceding notice.

The present decree, which was to come into force on July 1, provides that the goods in Schedule A below are to be regarded as "articles of luxury," whatever be their price, and that the goods in Schedule B are to be regarded as "articles of luxury" when their sale price exceeds the price specified in the decree. Further, "ouvrages de mode," robes and mantles, lace and feathers, are not to enjoy the exemptions accorded by Article 72 of the law.

Schedule A.—Goods classed as "Articles of Luxury," whatever their price.

Art bindings.
Art bronzes, ironmongers' and locksmiths' art wares.
Art glass ware, stained glass windows of all kinds, art faïence and porcelain articles.
Automobiles, new or second-hand, for carrying passengers, their chassis, bodies, fittings and accessories, except separate parts for repairs.
Billiard tables and accessories.
Books: Art editions (printed in limited numbers) on special papers.
Curiosities, antiques, old books and objects for collections.
Dogs and other pet animals.
Game (living) for sporting or breeding purposes.
Goldsmiths' and silversmiths' wares of gold, silver or platinum, including medals, tokens and coins.
Harness for riding horses.
Horses, ponies, mules, etc., for pleasure or sporting purposes. (Breeders are not subject to the 10 per cent tax.)
Hosiery and lingerie of pure or mixed silk; lingerie of linen batiste or thread.
Jewellery, fine; jewellery of gold, silver and platinum; imitation jewellery of all kinds.
Liveries, uniforms for private purposes.
Objects of tortoise-shell and ivory.
Paintings, water-colours, pastels, drawings, original sculptures (Original works of this class which are sold by the artist himself are exempt from the tax of 10 per cent.
Pearls, fine.
Perfumery: Extracts, essences, perfumes, almond paste, beauty creams, rice powder, rouge, sachets and powder for sachets, tinctures and all other such articles, except soaps and dentifrices.
Pianos other than upright pianos, phonographs, gramophones, mechanical pianos, and their accessories.
Pleasure boats and canoes, mechanically propelled; yachts.
Precious stones and natural gems.
Riding habits and hunting garments.
Spirits (potable), liqueurs, apertifs and full-bodied wines.
Sporting guns and articles, gunsmiths' wares.
Tapestry, ancient or modern, of wool or silk, fabrics made by machine or by hand, Turkey and Oriental carpets.
Truffles, including truffled poultry or game, truffle pâtés.
Watches of gold or platinum.

Schedule B.—Goods classed as "Articles of Luxury" when sale price exceeds that specified in the decree.

Alarm clocks, carriage clocks, office clocks, timepieces and clocks (cartels.)
Articles for religious purposes.
Articles of imitation bronze.
Aviaries and bird cages.
Bookbindings of various sizes.
Boots and shoes.
Brushes, combs, and other toilet articles.
Carpets, rugs, table covers, etc.
Ceramic wares (dining services, etc., toilet sets, etc.).
Chandeliers, hanging candelabra, etc.
Chocolate and cocoa.
Clothing (including underclothing) and accessories therefor.
Collars and leads for dogs.
Confectionery.
Corsets, stays, etc.
Covers, foot coverlets, eider-down quilts,
Curtains, bed hangings, window hangings.
Cutlery with cutting edge less than 25 cms.
Engravings, prints, art photographs and photographic reproductions of works of art.
Fancy articles for offices.
Fans.
Feathers for wearing apparel and boas, etc. thereof.
Fire-irons.
Fishing tackle except fishermen's nets.
Flowers, natural, artificial or sterilized; conservatory or house plants.
Furs and peltry.
Furniture.
Glass and crystal wares.
Gloves.
Handkerchiefs.
Hats (men's and women's).
Horse carriages for private use.
Household linen.
Jewellery of common metals, gilt, silvered or not, except table utensils.
Lace, embroidery, guipure.
Ladies' bags of all materials.
Lampshades of any materials.
Leggings and gaiters.
Mirrors and looking glasses.
Moroccoed and leather wares.
Motor cycles, cycle-cars side-cars, and the like.
Musical instruments not included in Schedule A, including upright pianos, organs, and harmoniums.
Opera glasses, lorgnettes and stereoscopes.
Passementeries and ribbons.
Paris specialties, all fancy articles of French or foreign origin of all kinds or materials, except those included in Schedule A.
Perfumery: soap, powders, toothpaste of all kinds, dentifrices and toilet spirit.
Photographic apparatus and object glasses, except apparatus and objects for radiography or medical use.
Picture, etc., frames.
Postage stamps for collections.
Reading lamps.
Saddlery.
Smokers' articles.
Sporting articles.
Stylographs.
Tapestries (wall hangings) of all kinds.
Tissues of all kinds for clothing and upholstery.
Toys.
Trunks, valises, travelling bags, toilet cases.
Umbrellas and parasols.
Walking sticks (except those for cripples' use) and riding whips.
Wall paper of all kinds.
Watches other than those included in Schedule A.
Window blinds.
Wines.

PROPOSED ANTI-DUMPING LEGISLATION IN THE ARGENTINE REPUBLIC.

The Board of Trade have received from H.M. Minister at Buenos Aires copy and translation of a proposed Anti-Dumping Bill, which was introduced into the Argentine Chamber of Deputies in September last.

The Bill proposes that when goods manufactured abroad, which may compete with similar products of industries established in the Argentine Republic, or which may be imported in order to prevent the establishment of an industry in the Republic, are imported at a wholesale or retail price which is less than their sale price at the time of export in their country of origin, plus freight, import duties and other ordinary charges of importation and sale, there shall be levied a tariff surtax equal to the difference in such sale price as may be determined, plus 30 per cent. The amount of the surtax (which would be payable at the same time as the ordinary import duty) would be fixed by the Minister of Finance on the advice of a Committee of Experts, consisting of three official members, and the Presidents of the Stock Exchange and Industrial Association.

Persons affected by the import or sale of "dumped" goods may petition the Ministry of Finance to apply the "dumping" surtax to the goods in question, and have the right of appeal from the Ministry's decision (if unfavourable) to the Federal Judge.

Penalties are provided in the Bill for persons importing or selling "dumped" goods.

INCREASE IN FRENCH COEFFICIENTS.

Under the decree of July 22, 1920, a brief cabled notice of which appeared in the last number of the *Weekly Bulletin*, the tariff coefficients are increased on about forty items included in Table A of the decree of April 23 prohibiting the importation of certain commodities into France. The highest coefficient is 7·1.

PRICES OF LUMBER IN PARIS.

Trade Commissioner Hercule Barré.

Paris, France, July 16, 1920.—The following is a list of prices paid for lumber of different types in Paris. The late improvement in the transport and the rise in the value of the franc open opportunities to our Canadian exporters to compete with the continental lumber merchants.

Alsatian Pitchpine.—Joists of 4 to 5 metres in length, dimensions 76 by 160, fr. 7·70 per linear metre, framework quality same dimension, same length, fr. 10 per linear metre, woodwork quality. *Joists* of second choice, inferior lengths of 4m. 30, fr. 6·90 per linear metre woodwork quality.

In Jura Pitchpine, joists 8·23 in good quality framework and in lengths from 3 to 6 metres, fr. 8 per linear metre.

Boards in Alsatian Pitchpine, 27 mm. wide (15 centimetres and more), in lengths of 3 to 6 metres, fr. 11 per square metre. In 37·230, lengths from 4 to 5 metres, fr. 3·98 per linear metre. In 11·111, thickness 27 mm. lengths from 4 to 5 metres, fr. 12·05 per square metre. All these boards are of good quality framework.

Rafters, in lengths of 4 to 5 metres, 80 by 115, fr. 3·90 per linear metre in framework; fr. 5·10 per linear metre in woodwork.

Flooring in Alsatian Pitchpine, 8 by 115 tongued and grooved, woodwork quality, 4 to 5 metres in length; fr. 5·10 per linear metre.

Northern Pitchpine (Sweden), Red Pitchpine, in lengths of 3 to 6 metres, dimension 33 by 230, boards fr. 5·90 per linear metre, 26 by 230, same length, same quality, fr. 4·47 per linear metre; 26 by 205, fr. 3·1.

Ordinary Northern White Pitchpine, length from 4 to 5 metres, boards 33 mm., fr. 14·90 per square metre; 27 mm., fr. 10·50 per square metre.

All these boards are in good woodwork quality.

Rafters, in *Swedish Pitchpine*, length from 4 to 5 metres, 8 by 10, fr. 5·25 per linear metre; 8 by 12, fr. 6·70 per linear metre. All good woodwork quality.

Bastings, lengths from 4 to 5 metres, woodwork quality, fr. 6·80 per current metre for bastings of 65 by 165, and fr. 7·90 per current metre for bastings of 75 by 160. Smallest lengths, inferior, of 4 metres, prices from fr. 6·50 to fr. 7·60 respectively for each of the preceding dimensions.

Joists, good length, *Swedish Pitchpine*, woodwork quality, fr. 13·75 per current metre; 70 by 160, fr. 12·50 per current metre.

Friezes, woodwork quality, are sold about as follows:—

27 mm., fr. 4·60 per current metre; 26 by 105 fr. 1·60 per current metre, framework quality; 26 by 115, fr. 1·80 per current metre, for woodwork quality; fr. 1·85 for woodwork. Friezes of 24 mm. are quoted fr. 15 per square metre.

All these prices are for rough friezes (*frises brutes*).

Hardwood Flooring, tongued and grooved, respectively fr. 15 per square metre and fr. 14 per square metre for thickness of 18 mm. and 15 mm. Flooring, tongued and grooved (2 parements, 2 baguettes rainés), fr. 16 per square metre, 17 mm. thick.

Country Oak (Chêne du Pays), Sawings of country oak hewed, fine woodwork quality, length of 4 to 6 metres, fr. 750 per cubic metre, 27 mm.; 34 mm. and 41 mm. thick.

Plots, guaranteed very dry fine woodwork quality, fr. 750 per cubic metre, width, 4 to 6 metres, thickness 70 mm., 80 mm., 90 mm., 100 mm., 110 mm.

In American Oak.—Boards, length from 4 to 5 metres, fine woodwork quality 27 mm. thick, fr. 37·80 per square metre, 41 mm., fr. 57·60 per square meter.

Austrian Oak.—Dry wood, fine woodwork, 27 mm. thick, fr. 37·80 to fr. 39 per square metre, according to quality, 41 mm., fr. 56·50 to fr. 76 per square metre.

Beech Plots of beech in logs, wood guaranteed very dry fr. 360 per cubic metre 70 and 80 mm. thick.

Poplar, fine woodwork, dry wood, boards of all sizes, fr. 260 to 320 per cubic metre.

Walnut, all dimensions, according to quality; from fr. 875 to fr. 1,250 per cubic metre.

Ash, according to quality, from fr. 360 to 580 per cubic metre.

All these prices are approximate and vary as to quality. They are payable net cash and for goods delivered in factory or warehouse, (in Paris) by the selling party, cartage included, but Parisian duties to the charge of the buyer.

Moreover, the application of new rates for shipping will greatly influence the prices of wood, more particularly the wood from the French Lande, which on account of its heavy bark is, subject to shipping rates, really impracticable. As a matter of fact, the increase expected in the new tariff for this category of merchandise is from 780 to 1,632 per cent freight more than before the war. This enormous increase has created in the region of production a real revolution of the economic situation, making transactions almost impossible.

However, the wood from Lande and more particularly, the mining poles are products of first necessity in the devastated regions, where reconstruction cannot go on without wood. Thus calculated on the 100 kilometres which divide approximately the departments of the North from the centres of exploitation of Lande, shipping prices per ton of wood, for the highest price category, are actually fr. 251·50, with the application of the new tariff, as compared with the tariff in February, which was only fr. 60·80.

BUCHAREST, THE CAPITAL OF ROUMANIA.

Bucharest, formerly the chief city of Wallachia, now the capital of the Kingdom of Roumania, lies in a hollow, traversed from northwest to southeast by the river Dombovitza, 37 miles from its mouth. It is situated in the most fertile agricultural section of the country, and is the most populous city in southeastern Europe after Constantinople and Buda-pesth and is fondly regarded by Roumanians as the "Paris of the East." It is distinguished by the magnificence of its gardens and public buildings, which include a fine library and museum. Twelve bridges cross the Dombovitza, a small muddy stream that formerly caused a great deal of damage by flooding.

Bucharest is an entrepôt for Roumania and adjacent countries. The imports are chiefly of manufactured goods, and the exports grain, wool, honey, wax, tallow, and cattle. The city has a number of textile mills, boot and shoe factories, and iron works. In 1698, then merely a village, Bucharest became the capital of Wallachia and in 1862 of the Kingdom of Roumania. Under the Treaty of Bucharest of 1913 the captured parts of European Turkey were partitioned among the Christian states of the Balkans. During the Great War the city was captured by the forces of the Central Powers, December 6, 1916. The population in 1914 was estimated at 346,628, but owing to the great increase since the war of the floating population it is now reckoned at about 800,000.

NEW INCORPORATIONS.

Dominion.

G. & J. Weir (Canada), Limited. Incorporators: Francis Toy Peacock and Frederick Alonzo Peacock, engineers; John Bryson, manager; and others—all of Montreal. Capital $750,000. Chief place of business, Montreal.

Boston Cattle Company, Limited. Incorporators: Francis George Bush, bookkeeper; and others—all of Montreal. Capital $410,000. Chief place of business, Montreal.

North American Steamship Company, Limited. Incorporators: Molyneux Lockhart Gordon, John Steuart Duggan and James White Bicknell, barristers-at-law; and others—all of Toronto. Capital $750,000, divided into 7,500 shares of $100 each. Chief place of business, Toronto.

Everhot Heater Corporation of Canada, Limited. Incorporators: Auguste Pinson, financial agent; and others—all of Montreal. Capital $400,000, divided into 4,000 shares of $100 each. Chief place of business, Montreal.

Dominion Snath Company, Limited. Incorporators: Henry Stuart Ball, Waterville, Que., manufacturer; Frederick Samuel Rugg, K.C.; Charles de Labroquerie Mignault, advocate; and others—all of Sherbrooke. Capital $75,000, divided into 750 shares of $100 each. Chief place of business, Waterville, Que.

Brazilian Development Corporation, Limited. Incorporators: John Hubert Phippon, barrister-at-law; and others—all of Toronto. Capital $50,000,000, divided into 500,000 shares of $100 each. Chief place of business, Toronto.

Gilmer, Limited. Incorporators: Edgar Rodolphe Eugene Chevrier, barrister-at-law; and others—all of Ottawa. Capital $60,000, divided into 600 shares of $100 each. Chief place of business, Ottawa.

Brantford Washing Machine Company, Limited. Incorporators: Stephen Alfred Jones, barrister-at-law; and others—all of Brantford. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of business, Brantford.

Electric Stampings, Limited. Incorporators: Michael Joseph O'Reilly and Norman Robert Kay, barristers-at-law; and others—all of Hamilton. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of business, Hamilton.

The International Gypsum Corporation, Limited. Incorporators: Daniel Owen, of Annapolis Royal, N.S., barrister; William Francis O'Connor, of Ottawa, K.C.;

and others. Capital $1,500,000. Chief place of business, Annapolis Royal, N.S.

The Dominion Gas Meter Company, Limited. Incorporators: John Sylvester Moore, gas meter manufacturer; and others—all of London. Capital $500,000. Chief place of business, London.

The Magog and Newport Steam Navigation Company, Limited. Incorporators: Jacob DeWitt and Orville Sievwright Tyndale, advocates, of Montreal; and others. Capital $200,000, divided into 2,000 shares of $100 each. Chief place of business, Montreal.

Victoria-Phoenix Brewing Company (1920), Limited. Incorporators: Horace Edward Newton, agent; Joseph Hilbeck Wilson, merchant; and others—all of Victoria. Capital $1,000,000, divided into 10,000 shares of $100 each. Chief place of business, Victoria.

British Canadian Export Company, Limited. Incorporators: Thomas Andrew Low and Frank Depew Vickers, both manufacturers; and others—of Renfrew; John Robinson Osborne, of Ottawa. Capital $500,000, divided into 5,000 shares of $100 each. Chief place of business, Renfrew.

British Columbia.

B. W. B. Navigation Company, Limited. Capital $1,000,000. Registered office, Vancouver.

Canadian Die and Novelty Mfg. Co., Limited. Capital $300,000. Registered office, Vancouver.

Canadian Industrial Petroleum Company, Limited. Capital $100,000. Registered office, Victoria.

Liberator Mining Company (non-personal liability). Capital $1,000,000. Registered office, Vancouver.

Outland Silver Bar Mines, Limited (non-personal liability). Capital $500,000. Registered office, Victoria.

Manitoba.

John Gunn & Sons, Limited. Incorporators: William Gunn, Robert Robertson Gunn, Clyde Lionel Gunn, Cecil Herbert Gunn, contractors; and Edward Patrick Garland, barrister-at-law—all of Winnipeg. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of business, Winnipeg.

The Winnipeg Self-Locking Concrete Wall Company, Limited. Incorporators: Garnet Coulter, barrister-at-law; Percy J. Procter, barrister-at-law; and others—all of Winnipeg. Capital $150,000, divided into 1,500 shares of $100 each. Chief place of business, Winnipeg.

Ontario.

Progressive Gold Mines, Limited. Incorporators: James Stewart Morrison, accountant; and others—all of Toronto. Capital $2,000,000, divided into 2,000,000 shares of $1 each. Head office, Toronto.

Superior Oil Company, Limited. Incorporators: Frank Isaac Pratt, manager; Guy Raymond Roach, barrister-at-law; and others—all of Toronto. Capital $100,000, divided into 1,000 shares of $100 each. Head office, Toronto.

Provincial Canners, Limited. Incorporators: Harry Franklin Pillsworth, contractor; William John Daly, of Montreal; and others. Capital $100,000, divided into 1,000 shares of $100 each. Head office, Cobourg.

Stanley Mills Company, Limited. Incorporators: Sydney Ellis Wedd, Roy Beverley Whitehead and Bruce Victor McCrimmon, solicitors; and others—all of Toronto. Capital $1,500,000. Head office, Hamilton.

Ontario Production Company, Limited. Incorporators: Albert Ittis and Alexander Sayour, merchants, Toronto; and others. Capital $600,000, divided into 600,000 shares of $1 each. Head office, Toronto.

Bailey-Drummond Motor Company, Limited. Incorporators: Robert Wherry and Wendell Hurdman Osborne, barristers-at-law; and others—all of Toronto. Capital $100,000, divided into 1,000 shares of $100 each. Head office, Toronto.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Public Terminal Elevators, Interior Terminal Elevators, Country Elevators in Western Division, and at Public Elevators in the East; also U.S. Atlantic Seaboard Ports.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending July 23, 1920.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C. P. R.	60,106	13,041	23,172	.....	11,496	107,815
Empire Elevator Co.	11,155	1,619	1,587	19,960	8,510	42,831
Consolidated Elevator Co.	114,624	37,570	47,662	100,846	2,233	302,935
Ogilvie Flour Mills Co.	106,586	26,244	22,340	.....	8,042	163,212
Western Terminal Elevator Co.	59,422	5,642	25,163	38,359	1,025	129,611
G. T. Pacific	48,400	36,210	18,114	40,523	3,385	146,642
Grain Growers' Grain Co.	106,535	50,028	29,508	.....	2,114	188,185
Fort William Elevator Co.	95,667	115,591	48,380	19,607	7,611	286,856
Eastern Terminal Elevator Co.			Closed.			
Northwestern Elevator Co.	167,131	94,688	20,843	43	3,255	285,960
Port Arthur—						
Port Arthur Elevator Co.	146,602	38,644	36,035	4,466	4,183	229,930
Sask. Co-op. Elevator Co.	121,033	71,337	29,370	166,821	2,737	391,298
Canadian Government Elevator	409,966	43,403	26,583	125,456	7,516	612,924
Thunder Bay	39,400	6,153	*716	18,888	2,554	66,279
Davidson and Smith	10,553	10,965	7,266	.....	423	29,207
Eastern—Richardson	72,463	44,685	39,263	15,211	2,144	173,766
Total Public Terminal Elevators	1,569,653	595,820	374,570	550,180	67,228	3,157,451
Total Private Terminal Elevators	225,734	110,375	36,840	82	.....	373,031
Saskatoon Can. Govt. Elevator	226,078	7,101	325	18,321	.....	251,825
Moosejaw Can. Govt. Elevator	360,598	14,764	1,503	20,412	.....	397,277
Calgary Can. Govt. Elevator	415,902	160,602	13,231	68	1,225	591,028
Vancouver, Can. Govt. Elevator	7,591	1,765	.....	.....	.....	9,356
Total Interior Terminal Elevators	1,010,169	184,232	15,059	38,801	1,225	1,249,486
Depot Harbour	.....	.....	.....	.....	.....	.....
Midland—						
Aberdeen Elevator Co.	15,600	.....	8,974	.....	.....	24,574
Midland Elevator Co.	108,020	1,651	.....	.....	.....	109,671
Tiffin, G.T.P.	154,470	9,500	.....	.....	.....	163,970
Port McNicoll	411,369	1,732	49,309	.....	.....	462,410
Collingwood	.....	.....	.....	.....	.....	.....
Goderich—						
Elevator and Transit Co.	590,892	35,517	6,217	.....	.....	632,626
West Can. Flour Mills Co., Ltd.	93,098	.....	.....	.....	.....	93,098
Toronto—						
Campbell Flour Mills Co.	19,748	3,832	383	.....	.....	23,963
Kingston—						
Montreal Transportation Co.	.....	.....	.....	.....	.....	–
* Commercial Elevator Co.	.....	5	.....	.....	.....	5
Port Colborne Dom. Govt. Elevator	.....	.....	.....	.....	.....	–
* " Maple Leaf Milling Co., Ltd.	189,673	.....	.....	.....	.....	189,673
Montreal—	.....	.....	.....	.....	.....	–
Harbour Commissioners Nos. 1 & 2	620,820	107,774	443,398	.....	4,698	1,176,697
Montreal Warehousing Co.	171,982	6,539	87,016	23,356	.....	288,893
Ogilvie Flour Mills Co.	196,239	.....	.....	.....	.....	196,239
Quebec Harbour Commissioners	.....	3,861	.....	.....	.....	3,861
West St. John, N.B., C.P.R.	.....	.....	.....	.....	.....	–
St. John, N.B., Can. Nat. Rys.	.....	.....	.....	.....	.....	–
Halifax, N.S., " "	.....	.....	.....	.....	.....	–
Total Public Elevators	2,571,911	170,411	595,297	23,356	4,698	3,365,673
***Total Country Elevators**	1,197,374	743,795	185,608	125,152	.....	2,251,929
* U.S. Atlantic Seaboard Ports—						
Portland, Maine			Not	reported.		
Baltimore, Maryland	.....	.....	.....	.....	3,834	3,834
Total U.S. Atlantic Seaboard Ports	.....	.....	.....	.....	3,834	3,834
Total Quantity in Store.	6,574,841	1,804,633	1,207,374	737,571	76,985	10,401,404

*Week ending July 30 1920.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Public Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East, for the week ended July 23, 1920.

Grades.	Account Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard					—
No. 1 Northern		327,397	663,995	1,004,283	1,995,675
No. 2 "		346,249	176,733	499,855	1,022,837
No. 3 "		158,475	84,579	397,910	640,964
No. 4 Wheat		123,682	4,599	33,860	162,141
No. 5 Wheat		94,131	2,200	73,969	170,300
No. 6 "		19,314	5,398	5,799	30,511
Other		500,405	72,665	556,235	1,129,305
Totals		1,569,653	1,010,169	2,571,911	5,151,733
Oats—					
No. 1 C.W.					—
No. 2 "		140,001	2,543	47,497	190,041
No. 3 "		162,791	15,028	33,456	211,275
Ex. No. 1 Feed		14,235	17,056		31,291
No. 1 Feed		34,525	14,840	9,829	59,194
No. 2 Feed		129,934	19,521	23,800	173,255
Other		114,334	115,244	55,829	285,407
Totals		595,820	184,232	170,411	950,463
Barley—					
No. 3 extra C.W.					—
No. 3 C.W.		93,544	4,401	226,983	324,928
No. 4 "		202,506	4,495	230,302	437,303
Feed		37,178	1,478	75,211	113,867
Rejected		19,752	711	40,382	60,845
Other		21,590	3,974	22,419	47,983
Totals		374,570	15,059	595,297	984,926
Flax—					
No. 1 Northwestern Canada		220,716	1,336	23,356	245,408
No. 2 C.W.		70,525	2,415		72,940
No. 3 C.W.		129,014	16,873		145,887
Rejected			14,472		14,472
Other		129,925	3,705		133,630
Totals		550,180	38,801	23,356	612,337
Rye—					
No. 1 C.W.					—
No. 2 "		45,681			45,681
No. 3 "					
Rejected		9,764	1,225		10,989
Other		11,783		4,698	16,481
Totals		67,228	1,225	4,698	73,151
Total quantity in store		3,157,451	1,249,486	3,365,673	7,772,610

Wheat and other Grain in Store at Public Terminal Elevators, Private Terminal Elevators, Interior Terminal Elevators, Country Elevators, U.S. Atlantic Seaboard Ports, and Public Elevators in the East on July 30, 1920, with comparisons for five years.

—	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
July 30, 1920—			
Public Terminal Elevators	1,569,653	1,587,798	3,157,451
Private " "	225,734	147,297	373,031
Interior " "	1,010,169	239,317	1,249,486
Country Elevators	1,197,374	1,054,555	2,251,929
U.S. Atlantic Seaboard Ports		3,834	3,834
Elevators in the East	2,571,911	793,762	3,365,673
Total	6,574,841	3,826,563	10,401,404
August 1, 1919—			
Public Terminal Elevators	878,363	3,865,207	4,743,570
Interior " "	236,398	601,464	837,862
Elevators in the East	4,039,078	3,351,623	7,390,701
Total	5,153,839	7,818,294	12,972,133
August 2, 1918—			
Public Terminal Elevators	43,029	4,661,757	4,704,786
Interior " "	80,941	837,131	918,072
Elevators in the East	3,007,924	3,997,963	7,005,887
Total	3,131,894	9,496,851	12,628,745
August 3, 1917—			
Public Terminal Elevators	5,580,058	4,664,067	10,244,125
Interior " "	338,863	134,991	473,854
Elevators in the East	3,264,279	5,626,289	8,890,568
Total	9,183,200	10,425,347	19,608,547
August 4, 1916—			
Public Terminal Elevators	10,373,164	7,737,357	18,110,521
Interior " "	663,321	131,690	795,011
Elevators in the East	6,570,070	6,127,342	12,697,412
Total	17,606,555	13,996,389	31,602,944
August 5, 1915—			
Public Terminal Elevators	1,363,817	1,762,454	3,126,271
Interior " "	37,355	57,578	94,933
Elevators in the East	726,970	1,092,596	1,819,569
Total	2,128,142	2,912,628	5,040,770

JAPANESE SHIPPING LINE TO MAKE VANCOUVER A REGULAR PORT OF CALL.

Mr. A. E. Bryan, Canadian Government Trade Commissioner at Yokohama, Japan, who has recently visited Canada, received the following cable from the Osaka Shosen Kwaisha Shipping Company, Yokohama, before leaving Vancouver on his return to Japan:—

"Considering your suggestion all our Puget Sound liners (each 18,000 tons) make call at Vancouver fortnightly commencing August."

Mr. Bryan had been in negotiation with this company before leaving Japan, and the result of his efforts should prove a good stimulant to trade between Canada and that country.

Quantities of U.S. Grain in store, received and shipped at the Public Elevators in the East for the week ending July 30, 1920. In comparison with the same period last year.

	Wheat.	Oats.	Barley.	Rye.	Corn.	Total.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
[illegible]	177,380	29,981	.....	.....	77,446	284,807
[illegible]	.....	.....	.....	.....	.....	–
Midland Elevator Co	261,659	.....	.....	.....	.....	261,659
[illegible]	.....	.....	.....	.....	.....	–
Port McNicoll, C.P.R.	275,974	8,771	.....	131,305	.....	416,050
[illegible]	586,083	.....	66,114	284,783	5,827	902,807
Total	1,261,096	38,752	66,114	416,088	83,273	1,865,323
Same period last year	.....	518,219	158,413	372,504	1,014	1,050,150

Georgian Bay Ports.

	Receipts.		Shipments.	
	Water.	Rail.	Water.	Rail.
	Bushels.	Bushels.	Bushels.	Bushels.
Wheat	467,414	177,380	.....	620,557
Oats	.....	.....	.....	4,200
Rye	253,086	.....	.....	183,852
Corn	.....	125,943	.....	97,060

St. Lawrence Ports.

Harbour Commissioners 1 and 2—				
Wheat	14,758	210,955	371,225	–
Barley	.....	40,309	.....	–
Corn	.....	.....	.....	2,57
Rye	.....	258,228	325,319	–

COMMERCIAL INTELLIGENCE BRANCH SEEKS ADDRESS OF AUTHOR OF RETURNED SOLDIER TRADE INQUIRY.

A number of communications have been received in the Commercial Intelligence Branch, Department of Trade and Commerce, regarding Returned Soldiers' Trade Inquiry, No. 59, which reads as follows:—

59 R.S.—A returned business man, aged 43, very active, who qualified for a commission with staff duties, from the ranks, with over three years' service in Canada, England, and France, C.E.F., will entertain proposals for agency proposals. Now established as manufacturers' agent for foreign and domestic markets, general importing and exporting. His business training covers over twenty years' experience with representative concerns in New York City, Pittsburg, and elsewhere. He has thorough working knowledge of import and export technique, gained by operations from the ports of New York, Vancouver, and Victoria. Particularly desires Eastern Canadian connections in machinery and metal products for sale in British Columbia or as manufacturers' export agent at Pacific seaboard. Can also use desirable connections in the Far East to mutual advantage."

Through an inadvertence in filing, the original of this application was misplaced, and a search is now being made, in order that the address may be obtained, to place this inquirer in touch with his correspondents. To facilitate this connection, any clue to the identity of the author of Returned Soldiers' Trade Inquiry No. 59, will be welcomed by the Commercial Intelligence Branch.

Preliminary statement of grains ground and products produced therefrom in Eastern Canada. June, 1920.

Eastern Division.

Grain.	Quantity of Bushels ground during month.		
	Merchant.	Custom or exchange.	On hand.
Wheat	552,925	108,571	412,407
Oats	253,314	26,476	153,082
Barley	9,541	15,929	20,798
Rye	5,462	267	1,942
Corn	51,163	1,495	20,493
Buckwheat	1,075	5,118	660
Peas	5,281	884	3,328
Mixed grains	554	54,634	—

Products Ground.

Wheat Flour Standard.	Unit of Measure.	Quantity groundn during month.
	Brls. 196 lbs.	Eastern Division.
Spring	"	110,030
Winter	"	14,689
Blended	"	42,334
Total	"	137,053
Patents—		
Spring	"	—
Winter	"	30
Blended	"	126
Total	"	156
Clears—		
Spring	"	—
Winter	"	—
Blended	"	47
Total	"	47
Low Grade or Feed—	"	22,035
Shorts and middlings	Tons.	1,402
Bran	"	2,029
Oat Meal	Lbs.	1,456,686
Rolled oats	"	2,979,475
Barley—Pot and pearl	"	130,788
Flour and meal	"	195,469
Rye—Flour and meal	"	75,534
Corn—Flour	"	26,560
Meal	"	909,861
Cracked	"	877,989
Buckwheat flour	"	93,694
Peas—Meal	"	47,036
Split	"	248,750
Feed not otherwise specified	Tons.	1,169

Receipts and Shipments of the different kinds of Canadian Grain at the Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in the Western Division, and Public Elevators in the East; also United States Atlantic Seaboard Ports for the week ending July 30, 1920.

Public Terminal Elevators.

		Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Receipts	Rail	1,407,094	241,554	156,109	75,607	11,020	.....	1,891,384
Shipments	Vessel	1,501,251	123,057	144,201	21,270	.....	.....	1,789,779
	Rail	6,214	135,834	27,749	1,111	222	.....	171,130

Private Terminal Elevators.

Receipts	Rail	430,099	341,472	49,149	.....	.....	.....	820,720
Shipments	Vessel	249,978	.....	.....	.....	.....	.....	249,978
	Rail	220,134	338,762	53,146	.....	77	.....	612,119

Interior Terminal Elevators.

Receipts	Rail	7,865	22,122	2,491	16,121	1,113	.....	49,712
Shipments	Rail	506,184	72,104	1,427	16,443	2,740	.....	598,898

Country Elevators, West Division.

Receipts	Rail	.....	.....	.....	.....	.....	.....	.....
Shipments	Rail	.....	.....	.....	.....	.....	.....	.....

Public Elevators in the East.

Georgian Bay Ports.

Receipts	Vessel	1,547,318	.....	48,059	.....	.....	.....	1,595,377
Shipments	Rail	1,469,836	35,185	32,665	.....	.....	.....	1,537,686

Lower Lake Ports.

Receipts	Vessel	200,466	.....	80,253	.....	.....	.....	280,719
	Rail	8,707	9,748	.....	.....	.....	.....	18,455
Shipments	Vessel	212,222	.....	80,253	.....	.....	.....	292,475
	Rail	25,580	6,680	.....	.....	.....	.....	32,260

St. Lawrence Ports

Receipts	Vessel	125,282	20,028	76,075	.....	.....	.....	221,385
	Rail	996,084	46,409	155,415	23,356	.....	.....	1,221,264
Shipments	Vessel	869,736	119,653	282,491	.....	.....	.....	1,271,880
	Rail	686,162	45,661	1,015	.....	.....	.....	732,838

Seaboard Ports.

Receipts	Rail	.....	.....	.....	.....	.....	.....	.....
Shipments	Vessel	.....	.....	.....	.....	.....	.....	.....

Total, Public Elevators in the East.

Receipts	Vessel	1,873,066	20,028	204,387	.....	.....	.....	2,097,481
	Rail	1,004,791	56,157	155,415	23,356	.....	.....	1,239,719
Shipments	Vessel	1,081,958	119,653	362,744	.....	.....	.....	1,564,355
	Rail	2,181,578	87,526	33,680	.....	.....	.....	2,302,784

U.S. Atlantic Seaboard Ports.

Receipts	Rail	.....	.....	.....	.....	2,700	.....	2,700
Shipments	Vessel	.....	.....	.....	.....	2,649	.....	2,649

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "The Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa," or The Secretary of the Canadian Manufacturers' Association, Toronto, Montreal, Winnipeg, Amherst, N.S., and Vancouver, or The Secretary of the Board of Trade at Toronto, Hamilton, Kingston, Brandon, Halifax, Montreal, Quebec, St. John, Sherbrooke, Vancouver, Victoria, Winnipeg, Edmonton, Calgary, Moosejaw, Saskatoon, Sault Ste. Marie, Fort William, Port Arthur, Moncton, Regina, New Westminster, B.C., Sydney (Cape Breton), North Sydney (Cape Breton), Guelph, Peterborough, Brantford, Kitchener, St. Mary's, Ont., Chambre de Commerce de Montreal, The London, Ont., Chamber of Commerce, The Stratford Chamber of Commerce, The Border Chamber of Commerce, Windsor, Ont., and Kitchener Manufacturers' Association.

1504. **Canned Fruit and Vegetables.**—Established Glasgow importer wishes to place the following order for immediate delivery: 240 cases preserved pears, 2-lb. size; 130 cases pineapples, 1-lb. size; 160 cases pineapples, 2-lb. size; 360 cases peeled tomatoes, 2-lb. size; 240 cases gallon apples, 10-lb. size; 130 cases apricots, 2-lb. size; 125 cases tinned peas, 1-lb. size; 240 cases tinned peas, 2-lb. size; 340 cases preserved ginger, 1-lb. size; 126 cases preserved ginger, 2-lb. size; 280 cases assorted canned vegetables, 2-lb. size; 140 cases assorted canned vegetables, 1-lb. size. Prices to be quoted c.u.f. Liverpool, Newcastle, or Clyde port. Official contract numbers to be given, and number of tins. Number of jars to each case. Official addressed envelope to accompany quotation. Contract numbers and further particulars of order obtainable on application to Commercial Intelligence Branch, Department of Trade and Commerce, quoting File No. 20116.

1505. **Vegetable Extracts and Canned Fish.**—A well recommended firm of commission agents in Basle, Switzerland, desire to obtain the representation of Canadian producers of vegetable extracts and canned fish.

1506. **Canned fruits.**—A Manchester firm is open to import canned fruits.

1507. **Evaporated apples.**—A Manchester firm wishes to hear from exporters of evaporated apples.

1508. **Grains, cereals, etc.**—A Roman house would act as representative for Canadian firms exporting the above.

1509. **Corn starch.**—A Manchester firm, now purchasing from the United States would like to receive offers and samples of pearl and powdered corn starch, potato starch and wheat flour, and glucose.

1510. **Confectionery.**—A firm of representatives in Rome would be glad to get in touch with Canadian firms desiring to open up business relations with Italy in the foregoing.

1511. **Foodstuffs.**—A very important Milanese firm is willing to buy foodstuffs in Canada and would also act as representatives. This firm has branch offices in Berne, (Switzerland), Barcelona, Constantinople, and Sofia.

1512. **Food products.**—A firm in Rome wishes to represent Canadian firms wishing to do business with Italy in food products.

1513. **Foodstuffs.**—A house in Rome state their desire to enter into relations with Canadian firms exporting foodstuffs.

1514. **Food products.**—A very well known firm of commission agents in Genoa would like to open up correspondence with Canadian firms dealing in food products.

1515. **Food products.**—An old established firm in Genoa wishes to represent Canadian firms exporting food products to Italy.

1516. **Food products.**—A firm of commission agents in Genoa, Italy, state their desire to represent Canadian firms in the foregoing.

1517. **Natural products.**—A house in Ancona, Italy, is desirous of purchasing in Canada natural products.

Fish—Cured and Canned.

1518. **Codfish and tinned fish.**—A most important limited company in Milan is interested in importing the foregoing from Canada.

1519. **Dried fish, codfish oil, etc.**—A Leghorn, Italy, firm wishes to represent Canadian firms dealing in dried fish and codfish oil.

1520. **Tinned fish.**—A house in Genoa, Italy, inquires for Canadian tinned fish.

1521. **Dried and salted fish.**—A firm in Ortona a Mare, Italy, would buy on its own account the foregoing products or act as representatives for Canadian firms.

1522. **Dried fish and food products.**—A firm in Bari, Italy, would be glad to hear from Canadian firms doing business in the above.

1523. **Canned salmon.**—A London firm wish to get into touch with Canadian packers of a cheap line of pink salmon, 48 x 1-lb. tins to a case, which are required to be quoted c.i.f. Cyprus.

1524. **Codfish, tinned fish, natural products, etc.**—A firm of commission agents in Siracusa, Italy, wishes to represent Canadian firms in the above-mentioned articles.

1525. **Dried and salted fish, heavy chemicals, etc.**—An important Roman house is most anxious to secure exclusive agencies in the above.

1526. **Canned fish.**—A Manchester firm is open to consider offers from exporters of canned salmon and lobsters.

1527. **Salmon.**—A very important company in Milan would be disposed to consider offers in the above from Canadian exporters. The firm would also act as agents.

1528. **Codfish, tinned fish, etc.**—A most important firm in Naples with branch office in Genoa is disposed to do business with Canadian firms in the foregoing.

1529. **Codfish.**—A very important limited company in Naples with branch offices in Genoa, Trieste and Bari, would be glad to hear from Canadian exporters of codfish.

1530. **Tinned and dried fish.**—A Genoese house is anxious to secure Canadian representation in the above.

1531. **Dried and salted fish.**—An important Genoese company wishes to buy the foregoing in Canada.

Wood, Pulp and Paper Products.

1532. **Paper.**—A commission agent in Roumania is anxious to receive quotations and samples from Canadian firms in a position to export writing, blotting and silk papers. Following is a table of sizes and weights of papers used in Roumania:—

Size.		Weight per 1,000 sheets.	
34 x 42	centimetres	from	6—12 kilograms.
42 x 68	"	"	12—25 "
34 x 48	"	"	8—10b "
40 x 50	"	"	12—30 "
50 x 80	"	"	24—40 "
42 x 52	"	"	10—16 "
44 x 56	"	"	16—24 "
27 x 43	"	"	5—12 "
54 x 84	"	"	25—40 "
50 x 65	"	"	24—40 "
58 x 80	"	"	18—30 "
86 x 116	"	"	40—60 "
65 x 96	"	"	25—80 "

The centimetre approximates .3937 inches.
The kilogram approximates 2.204 lb.

1533. **Woodpulp.**—A Manchester firm is in a position to import woodpulp, or would represent manufacturers of same.

1534. **Paper.**—A firm in Calcutta, India, wish to get into touch with Canadian manufacturers of different classes of paper with a view to representing them in India, Burma and Ceylon.

1535. **Kraft papers.**—Glasgow firm would be glad to get in touch with Canadian manufacturers of Kraft papers.

1536. **Woodenware.**—Importer in Scotland is prepared to open negotiations with Canadian firms who manufacture washboards, and clothespegs; also handle rakes, hoes, and digging forks.

1537. **Dowels.**—A London firm of South African merchants are inquiring for the addresses of Canadian manufacturers of dowels required for direct shipment to South Africa.

1538. **Timber.**—A Manchester firm would like to receive offers of all kinds of timber.

Miscellaneous Manufactures.

1539. **Flaxseed.**—Scotch flax scutchers desire to get in touch with Canadian flaxseed growers next spring. Their requirements for this season are already arranged for.

1540. **Knitting needles, etc.**—A London firm ask for the names of Canadian manufacturers who can fill orders for steel knitting needles, aluminium knitting pins, tatting shuttles and crochet forks.

1541. **Jewellery and watchcases.**—A Manchester firm is open to purchase rolled gold jewellery, clocks, watches and especially watchcases.

1542. **Office supplies.**—Scotch firm would be interested to receive communications from Canadian manufacturers who might desire representation for office furniture and loose-leaf ledgers.

1543. **Chemical fertilizers, sulphate of copper, agricultural machinery.**—A firm in Naples wishes to buy on its own account the foregoing.

1544. **Natural products, drugs, medicinal products, etc.**—A very favourably known firm in Milan would be very glad to purchase in Canada natural products, drugs, medicinal products, etc.

1545. **Chemicals.**—An American company wishes to secure in Canada supplies of the following chemicals: arsenic metal, 99 per cent; potassium per sulphate, C.P.; ammonium persulphate, C.P.

1546. **Pipe stems.**—A Manchester firm can import large quantities of vulcanite tobacco pipe stems. Sample should accompany prices. (A sample of the product desired is on file, upon reference to the Commercial Intelligence Branch, Department of Trade and Commerce).

1547. **Lamps.**—Scotch manufacturer and importer desires to get in touch with Canadian makers of lamp chimney globes and burners of all kinds; incandescent globes and burners; stable lanterns (ordinary coal blast type with ⅞-inch wick); carbide pit lamp for coal miners (style of American "Justrite").

1548. **Technical articles.**—A firm in Rome would be interested in getting in touch with Canadian sources of supply for technical articles.

1549. **Sleighs.**—A London company ask for the addresses of Canadian manufacturers who can quote for sleighs suitable for carrying wood fuel.

1550. **Enamelware.**—Scotch importers desire to import enamel kettles and teapots (British types only).

1551. **Iron and steel products.**—Glasgow firm desires to import any of these products.

Representation Abroad.

1552. **Representation in Switzerland.**—A well recommended commission firm in Basle offers its services as representative of Canadian exporters.

1553. **Representation in Ukraine and Southern Russia.**—An established broker in Sebastopol, Crimea, member of the Russo-British Chamber of Commerce in Russia, with wide experience and intimate knowledge of the Don, Vuchan, Terek, and Caucasus areas, wishes to be placed i ntouch with Canadian manufacturers, anticipating the reopening of trading with the outside world. He expresses the utmost confidence in the openings for Canadian goods in those districts, and particularly desires Canadian connections for the following purposes: the supply of Russian governments and Russian railway administrations, with all manner of rolling stock and equipment, carriages and locomotives, rails and machinery, and all manner of instruments, appliances and materials. The supply of governments, co-operatives, and merchants with the following imports: Boots and shoes, leathers, textiles in all types of manufacture, agricultural machinery and tools, electrical appliances, power engines, motor cars, typewriters, stationeries and papers, tea, coffee and sugar, turpentine. The construction of steamships, for sea and river traffic.

1554. **Representation in Chile.**—Established Canadian exporter, thirteen years in Chile, with fluent Spanish, and representatives in Chile, is interested in furthering trade between the west coast of South America and Canada. Shipments of Canadian canned goods have already been successfully made, and this exporter wishes to be placed in touch with any Canadian manufacturers who would consider this market. Among the most suitable products for shipment to Chile would be foodstuffs such as dried, salted and canned fish, fruit, packing house products, condensed milk, cheese, butter, flours and mineral waters; also chemicals such as calcium carbide, oxygen, potassium chlorate, caustic soda, calcined carbonate of soda, and sheep dips.

OPENING FOR MOTOR TRACTORS IN FORMOSA.

(British Board of Trade Journal.)

Agricultural motor-tractors were first used on sugar plantation work in the early summer of 1919, writes H.M. Acting Consul at Tamsui. At present there appear to be about twenty of such tractors in use in the Island. All are of American manufacture and range up to 75 horsepower so far as has been ascertained. They were imported through the medium of a British firm.

Two of the sugar companies have more tractors on order, and it is understood that a third is also about to make use of them.

Those companies which have tractors already in use seem to be well satisfied with them, and it is probable that a good number of the other companies will follow suit in the course of time.

To give some idea of the opening which may exist for the sale of agricultural tractors it may be mentioned that the area under sugar-cane in Formosa is, in an average year, about 250,000 acres. There are probably over thirty companies with a capital of not less than 1,000,000 yen each engaged in the sugar industry. The aggregate authorized capital of these companies is over 200,000,000 yen, one-half of which has been called up. One company has an authorized capital of 40,000,000 yen and three others a capital of 25,000,000 yen each. Nearly all the older-established concerns have been making enormous profits during the past few years, and the present is an excellent opportunity for pushing the sale of modern appliances and machinery. Competition, however, will become increasingly difficult as time goes on.

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

45. **R.S.**—Demobilized soldier just returned after four years' overseas service, aged twenty-three, desire to get in touch with party proceeding to England and France, to act as assistant salesman with some Canadian agencies. Has pleasing personality and thoroughly acquainted with England and France.

46. **R.S.**—A returned Canadian officer who held a commission in the R.F.C. and R.A.F. and spent five years overseas desires to represent two or three Canadian manufacturers on a commission basis. Before the war he was a commercial traveller for five years. Good connections in England. Willing to work hard to establish lines handled and is prepared to sail immediately arrangements are completed.

47. **R.S.**—A returned soldier who previous to four years' service in the war was engaged in the retail lumber business in New Brunswick for eighteen years desires to take up Canadian agencies in Europe. He is prepared to work on a commission basis and to go abroad at his own expense.

48-49 **R.S.**—Two young men who were in service overseas have just arrived in Canada from the West Indies and seek employment with firms as buyers or sellers of products in the British West Indies. They have a good knowledge of the customs and trade of the islands.

50. **R.S.**—A Canadian field officer, at present holding important Government appointment, possessing English and Canadian legal qualifications, and with fifteen years' business experience, desires a position in Japan, Hong Kong, or other place of warmer climate, as representative or manager (on a salary basis) of some business corporation. Has had considerable experience in organization and administration and handling of a large staff. Will supply excellent references.

51. **R.S.**—A Canadian who served in the French army from 1914 to 1919 proposes to return to Europe and would like to represent Canadian manufacturers in France and Belgium.

52. **R.S.**—A Canadian who saw four years' service overseas with the Canadian forces and has recently returned from Canada to England is desirous of being brought in touch with Canadian manufacturers who are looking for representation in the British Isles and France. He has excellent connections both in England and France, and would like to handle general lines. References.

53. **R.S.**—Canadian officer (four years' active service), university graduate, with good address, good knowledge of Danish, German, and French languages, and with family connections in highest business circles in Denmark, desires position representing firm of Canadian exporters in Scandinavian countries.

54. **R.S.**—Two returned soldiers having good connections with Poland wish to act as resident agents for Canadian firms. They have at present a representative in Warsaw, Poland, who is anxious to obtain celluloid specialties, also elastic used in the manufacture of men's suspenders and ladies' garters. Samples in all colours requested with quotations.

55. **R.S.**—A Canadian lawyer of Scottish descent, speaking and writing fluent French and with a good working knowledge of Russian, special knowledge of law and finance, and very considerable executive experience, seeks a position as commercial representative. Prepared to go abroad immediately provided that salary and conditions are satisfactory.

56. **R.S.**—A Canadian who served in France is about to take a business trip, during which he will visit England, France, and probably Switzerland, Spain, and Italy, and then proceed to North Africa and South Africa. He would like to represent Canadian manufacturing firms. He has had experience in selling engineering machinery, building supplies, etc., and would prefer to represent that class of manufacturers, but is willing to undertake any commission.

57. R.S.—Ex-naval officer (Accountant Branch), full war service, seventeen years resident in Canada, with banking experience, visiting London on business early in May, and would be glad to execute commissions of any kind that will bear the closest investigation.

58. R.S.—Returned officer, single, desires to represent Canadian manufacturer in Italy, from whence he has recently returned. Speaks Italian and French, and is conversant with Italian trade and customs.
and will cover seven countries on his trip.

59. R.S.—A returned business man, aged 43, very active, wh qualified for a commission with staff duties, from the ranks, with over three years' service in Canada, England, and France, C.E.F., will entertain proposals for agency proposals. Now established as manufacturers' agent for foreign and domestic markets, general importing and exporting. His business training covers over twenty years' experience with representative concerns in New York city, Pittsburg, and elsewhere. He has thorough working knowledge of import and export technique, gained by operations from the ports of New York, Vancouver, and Victoria. Particularly desires Eastern Canadian connections in machinery and metal products for sale in British Columbia or as manufacturers' export agent at Pacific seaboard. Can also use desirable connections in the Far East to mutual advantage.

60. R.S.—A Canadian who served four years overseas is at present acting as travelling salesman for a wholesale stationery company in Canada, but proposes to leave shortly for London, England, with the intention of opening up an agency there. He would like to get into communication with Canadian manufacturers who require representation.

61. R.S.—Ex-officer, graduate of McGill University in arts and law, with extensive experience in mortgage, land, and insurance organization, good linguist, with knowledge of Spanish and Portuguese, wishes to go to South America as representative of export firms.

62. R.S.—Two returned soldiers who are carrying on a commission business in New Westminster, B.C., would like to secure agencies for Canadian manufactures. They are especially interesting in woodworking industries.

63. R.S.—A returned soldier well acquainted with wholesale shipping and manufacturing firms in the United Kingdom, where he was a manufacturers' agent prior to 1912, proposes establishing in the United Kingdom an agency for Canadian goods. He has financial backing to the extent of $50,000, and has arranged for some Canadian agencies, but wishes to secure additional agencies for both manufactured goods and food products.

64. R.S.—Returned soldier, good business training, well connected in Scotland, holding teacher's certificate in Scotland and possessing tact, fluency, and executive ability, desires to represent manufacturer in British Empire. Unmarried.

65. R.S.—Returned soldier, Belgian born, formerly employed as interpreter on headquarters staff, intends visiting Europe on business. Would undertake commissions or the selling of goods on a commission basis. Speaks four languages fluently.

66. R.S.—A former officer of the Canadian Expeditionary Force, with experience as general sales agent and pre-war connections in England and Belgium, is leaving for Brussels in October and seeks representation for any Canadian firms interested. Would also undertake special commissions and inquiries on behalf of Canadian manufacturers.

67. R.S.—Two Canadian officers who served for three years in the British Army in Mesopatamia have established themselves as merchants in Bagdad, Mesopatamia. They would like to get in touch with Canadian exporters both of food products and manufactured goods. They are particularly interested in wire fencing and reinforced concrete posts, brick-making machinery, fuel oil engines from 20 to 40 horse-power with centrifugal pump for irrigation with lift of 25 feet.

PROPOSED SAILINGS FROM CANADIAN PORTS.*

Subject to change without notice.

From Quebec.

To Liverpool.—*Empress of France,* C.P.O.S. Line, August 11; *Prince Frederick Wilhelm,* C.P.O.S. Line, about August 23; Victorian, C.P.O.S. Line, about September 1; Empress of France, C.P.O.S. Line, about September 8.

From Montreal.

To Liverpool.—*Metagama,* C.P.O.S. Line, about August 14; *Canadian Trapper,* Canadian Government Merchant Marine, Ltd., about August 17; *Corsican,* C.P.O.S. Line, about August 21; *Megantic,* White Star-Dominion Line, about August 21; *Canada,* White Star-Dominion Line, about August 24; *Melita,* C.P.O.S. Line, about August 28.

To London.—*Cornish Point,* Furness Line, about August 10; *Montezuma,* C.P.O.S. Line, about August 10; *Scotian,* C.P.O.S. Line, about August 13; *Canadian Raider,* Canadian Government Merchant Marine, Ltd., about August 14; *Verentia,* Cunard Line, about August 17; *Batsford,* C.P.O.S. Line, about August 17; *Dunbridge,* C.P.O.S. Line, about August 18; *Tunisian,* C.P.O.S. Line, about August 20; *Bosworth,* C.P.O.S. Line, about August 27; *Canadian Signaller,* Canadian Government Merchant Marine, Ltd., about August 28; *Bothwell,* C.P.O.S. Line, about September 14.

To Glasgow.—*Canadian Navigator,* Canadian Government Merchant Marine, Ltd., about August 14; *Saturnia,* Anchor-Donaldson Line, about August 21; *Scandinavian,* C.P.O.S. Line, about August 28.

To Southampton.—*Scandinavian,* C.P.O.S. Line, about August 28; *Grampian,* C.P.O.S. Line, about September 10.

To Avonmouth Dock (Bristol).—*Louisiana,* Cunard Line, about August 22; *Turcoman,* Dominion Line, about August 31; *Montcalm,* C.P.O.S. Line, about September 16.

To Cardiff and Swansea.—*Canadian Voyageur,* Canadian Government Merchant Marine, Ltd., about August 20.

To Manchester.—*Manchester Corporation,* Manchester Liners, about August 11; *Manchester Division,* Manchester Liners, about August 18.

To Hull.—*Possano,* Furness Line, about August —

To Leith.—*Cairngowan,* Thomson Line, about August 10; *Cairndhu,* Thomson Line, about September 6.

To Belfast.—*Lord Antrim,* Head Line, about August 12.

To Dublin.—*Ramore Head,* Head Line, about August 31.

To Antwerp.—*Montezuma,* C.P.O.S.-Furness Line, about August 10; *Batsford,* C.P.O.S. Line, about August 17; *Dunbridge,* C.P.O.S.-Furness Line, about August 18; *Bosworth,* C.P.O.S. Line, about August 27; *Scandinavian,* C.P.O.S. Line, about August 28.

To Rotterdam.—*Fanad Head,* Head Line, about August 28.

To Hamburg.—*Fanad Head,* Head Line, about August 28.

To Havre.—*Scotian,* C.P.O.S., about August 13; *Tunisian,* C.P.O.S., about August 20.

To French Ports.—*Alston,* Marine Navigation Co., about August 15.

To Bordeaux.—*Manoa,* Francanda Line (Canada Steamship Lines, general agents), about August 5.

To St. Nazaire.—*Alston,* Marine Navigation Co., about August 15.

To Sweden.—*Bia,* Manchester Liners, early September.

**These sailings are not complete, but are compiled from lists of prospective sailings supplied by shipping companies.*

To South Africa (Cape Town, Port Elizabeth, East London, Durban, and Delagoa Bay).—*New Brighton*, Elder-Dempster Line, about August 15; *New Brunswick*, Elder-Dempster Line, about August 30.

To West Africa (Dakar, Sierre Leone, Seecondee, Accra, Lagos, etc.).—A steamer, Elder-Dempster Line, about August 31.

To Australasian Ports (Melbourne, Sydney, Auckland, Wellington, and Dunedin).—*Otira*, New Zealand Shipping Co., about August 20.

To Montevideo, Buenos Aires, and Rosario.—*Hostilius*, Houston Line, about August 30.

To Rio de Janeiro, Montevideo, and Buenos Aires.—*Canadian Seigneur*, Canadian Government Merchant Marine, Ltd., about September 10.

To Barbados, Trinidad, and Demerara.—*Canadian Observer*, Canadian Government Merchant Marine, Ltd., about August 25.

To Kingston (Jamaica).—*Canadian Adventurer*, Canadian Government Merchant Marine, Ltd., about August 26.

To St. John's, Nfld.—*Canadian Miner*, Canadian Government Merchant Marine, Ltd., about August 27.

To India and Far Eastern Ports.—*Canadian Pioneer*, Canadian Government Merchant Marine, Ltd., about August 25; *City of Agra*, Ellerman-Bucknalls, about August 30; *Halesius*, Houston Lines, about September 25.

From St. John.

To Barbados, Trinidad, Demerara, and British West Indies.—*Chignecto*, Royal Mail Steam Packet Co., about August 22.

From Halifax.

To Manchester.—*Manchester Exchange*, Furness, Withy & Co., Ltd., about August 15.

To British West Indies.—*Chaleur*, Royal Mail Steam Packet Co., about August 20.

From North Sydney.

To St. John's, Nfld.—*Sable I.*, Farquhar & Co., Ltd., about August 15.

From Victoria, B.C.

To Yokohama, Kobe, Hong Kong, and Manila.—*Tyndareus*, Blue Funnel Line, about August 20.

From Vancouver, B.C.

To Australia and New Zealand.—*Wairima*, Canadian-Australian Line, about August 16; *Canadian Winner*, Canadian Government Merchant Marine, Ltd., about September 15.

To Yokohama, Kobe, Nagasaki, Hong Kong, and Manila.—*Tyndareus*, Blue Funnel Line, about August 8.

To Yokohama, Kobe, Nagasaki, Shanghai, and Hong Kong.—*Empress of Japan*, C.P.O.S., about August 17.

To Shanghai, Hong Kong, Manila, and Singapore.—*Harold Dollar*, Canadian Robert Dollar Company, about August 10.

To Yokohama, Kobe, Moji, Shanghai, and Hong Kong.—*Monteagle*, C.P.O.S., about September 14.

To Yokohama, Kobe, Nagasaki, Shanghai, Manila, and Hong Kong.—*Empress of Asia*, C.P.O.S. Line, about August 26.

SPARE PUBLICATIONS.

The Department of Trade and Commerce has on hand at present spare copies of a considerable number of publications which it would be glad to forward to any one in Canada desiring them, without charge, so long as the supply lasts. In some cases only single copies are available. Applications from libraries, universities, boards of trade or similar organizations will be given the preference. Applications should be addressed to "The Supplies Branch, Department of Trade and Commerce, Ottawa."

The demand for the spare publications heretofore listed has been very great and the supply in many cases exhausted within a day or so of the publication of the *Weekly Bulletin*.

Correspondents should confine their applications solely to the list given below. If other publications are desired a separate letter should be written.

Annuaire du Canada, 1910.
Canada Grain Act, with Amendments, 1912.
Canadian Economic Commission to Siberia, 1919.
Census of Canada, 1890-91, Vol. 3; 1890-91, Vol. 4; 1901, Vol. 1; Population, 1901, Vol. 3; 1911, Vol. 2, Religious Origins.
Census of the Northwest, 1885.
Census of the Northwest Provinces, Population and Agriculture, 1906.
Census of Statistics Monthly, Vols. 7 and 8, 1914-15; Vols. 9 and 10, 1915-16.
China and Japan, 1914.
Chinese Markets for Canadian Products, 1919.
Coal Fields of Nova Scotia, 1909.
Dominion Elections Act, 1917.
Final Report of the Fuel Controller, 1919.
German War and its Relation to Canadian Trade, 1914.
Grain Inspection in Canada, 1914.
Handbook for Export to South America, 1915.
Imperial Year Book, 1917-18.
Jubilee of Confederation, 1917. (English and French.)
List of Licensed Elevators and Warehouses, 1919.
Report of the Board of Grain Commissioners for Canada, 1917, 1918.
Report on the Need for the Suppression of the Opium Traffic in Casada, 1908.
Royal Commission on Grain Trade in Canada, 1906.
Royal Commission on a Dispute between the Bell Telephone Company and Operators at Toronto, 1907.
Russian Trade, 1916.
Special Trade Commission to Great Britain, France, and Italy, 1916.
The Royal Commission re the Alleged Employment of Aliens by the Père Marquette Railway in Canada, 1905.
Timber Export Trade of Australia, 1917.
Canadian Economic Commission to Siberia, 1919.
Trade after the War, 1916.
Trade with South China, 1919.
Trial Shipments of Buckwheat via Panama Canal to the United Kingdom, 1918.
Wholesale Prices of Canada, 1890-1909, 1910.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner; address for letters—Box 146 G.P.O., Melbourne. Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

G. B. Johnson, Canadian Government Trade Commissioner. Address for letters—Caixa P.O. Box) 2164, Rio de Janeiro; office, Rua Gonçalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

H. A. Chisholm, Canadian Government Trade Commissioner, 501 and 502, Teniente Rey 11, Havana. Casa de Corres—Apartado 1290. *Cable Address, Cantracom.*

France.

Hercule Barré, Canadian Government, Trade Commissioner, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland and Belgium.

A. Stuart Bleakney, Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

India.

H. R. Poussette, Canadian Government Trade Commissioner, c/o H. M. Trade Commissioner, McLeod House, Dalhousie Square, Calcutta.

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, vie Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; office 50-B Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Westminster House, Adderley Street, Cape Town. *Cable Address, Cantracom.*

South Eastern Europe.

L. D. Wilgress, Canadian Government Trade Commissioner, Athenee Palace Hotel, Bucharest. *Cable Address, Canadian.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commisioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

J. Vernon McKenzie, Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address Sontums.*

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

W. C. Noxon, Director, Overseas Trade Branch of the Department of Trade and Commerce, 1 Regent Street, S.W. 1, Eng. *Cable Address, Canmission.*

United States.

John A. Cooper, Director Dominion Bureau of Information, 1463 Broadway, New York City.

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:
Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:
Valparaiso, British Consul General.

Colombia:
Bogota, British Consul General.

Ecuador:
Quito, British Consul General.
Guayaquil, British Consul.

Egypt:
Alexandria, British Consul General.

France:
Havre, British Consul General.
Marseilles, British Consul General.

India:
Calcutta. Director General of Commercial Intelligence.

Italy:
Genoa, British Consul General.
Milan, British Consul.

Mexico:
Mexico, British Consul General.

Netherlands:
Amsterdam, British Consul.

Panama:
Colon, British Consul.
Panama, British Vice-Consul.

Peru:
Lima, British Vice-Consul.

Portugal:
Lisbon, British Consul.

Spain:
Barcelona, British Consul General.
Madrid, British Consul.

Sweden:
Stockholm, British Consul.

Switzerland:
Geneva, British Consul.

Uruguay:
Monte Video, British Vice-Consul.

Venezuela:
Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 248 St. James Street, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows: H.M. Trade Commissioner, McLeod House, 28 Dalhousie Square, Calcutta, India, that of the Commissioner for the Straits Settlements is: Mr. A. F. G. Anderson, H.M. Trade Commissioner, Singapore, Straits Settlements.

LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE DEPARTMENT OF TRADE AND COMMERCE.

(Revised to September 15, 1919.)

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report re Mail Subsidies and Steamship Subventions.
Canada and the British West Indies (1915). (Out of print.)
Canada The Country of the Twentieth Century (1915). (Out of print.)
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Report of the Canadian Economic Commission (Siberia), 1919.
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Russian Trade (1916).
Trade of South China (1919).
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VOL. XXIII. AUGUST 16, 1920 No. 863

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



Harbour of St. Pierre (St. Pierre-Miquelon).

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa. Monday, August 16, 1920. No. 863.

TRADE WITH ST. PIERRE-MIQUELON.

TRADE COMMISSIONER W. B. NICHOLSON.

St. John's, Newfoundland, July 14, 1920.—St. Pierre and Miquelon, the only French possession in the North Atlantic, is distant from St. John's, Newfoundland, 235 miles, and from North Sydney about 190 miles. The group of islands is regarded locally as being only two islands, namely, St. Pierre and Dog Island one, and Grande and Little Miquelon the other.

The importance of the colony is entirely due to its proximity to the Great Banks off the east coast of Newfoundland. The population, which numbered in more prosperous days eight to ten thousand, is said now to be less than four thousand. In former years the fishery was prosecuted by a fleet of sailing vessels, which made from three to five trips to the fishing grounds each season. The season lasts from five to six months, and ends in October. As sailing vessels became old and unseaworthy they dropped from the fleet automatically, and not having been replaced by new vessels, a type of trawler was developed which is regarded as being specially suitable for the Bank fishery. One of these trawlers while returning recently from the fishing grounds to St. Pierre with its first catch went ashore and was expected to become a total loss.

La Morue Francaise is the largest and most important concern in the Colony, and will employ about twenty-six trawlers this season, while a new firm, Poret & Cie. and building six new trawlers in France and erecting a large general supply store and warehouse in St. Pierre to be under the management of a former President of the Chamber of Commerce.

Trawlers are provisioned for the voyage before leaving France for the fishing grounds with practically everything required except perishable goods, such as fresh meat, vegetables, etc.

So far as can be learned commodities that are not supplied in France are mostly imported from Canada.

The public works in course of construction are: a cold storage plant nearing completion, a pier in connection therewith, and a breakwater to protect the pier. It was also currently reported that the southeast passage to the roadstead was likely to be closed by a concrete breakwater extending from Dog Island to a point opposite on the St. Pierre shore, and will be from three-eighths of a mile to half a mile in length, the cost of which is estimated at $3,500,000 to $5,000,000. This project, however, is not regarded favourably by leading merchants and citizens, who claim that closing the southeast passage would result in retaining ice in the harbour, which is now open all the year, until late in the spring, and would practically close the harbour to mid-winter shipping.

Although Canada participated in a fair share of the colony's import trade during the Canadian fiscal year 1919, merchants claim that, owing to the depreciation in French currency of over one hundred per cent, importations must until there is an improvement in the exchange situation be limited to actual necessities.

The steamer *Pro Patria*, the mail boat owned by La Morue Francaise Secheries de Fecamp and subsidized by the French Government, is supposed to make regular weekly trips from North Sydney and one trip a month from Halifax during the period May 1 to December 31 and fortnightly sailings from Halifax only, from January 1 to April 30. Practically all freight comes into St. Pierre on the *Pro Patria*.

Frequently consignees are drawn on through the banks, bill of lading being attached to drafts for the purpose of ensuring payment before goods are delivered. This is seldom useful, as practically any merchant can obtain his goods without the relative bill of lading, even though it be made out in the usual form of an order B/L, that is, in the name of the shipper or the bank. It therefore frequently happens that the banks are in possession of drafts and bills of lading some weeks after the goods have been delivered.

Imports from Canada into St. Pierre amounted in the last fiscal year to about 7,000,000 francs, and a statement in detail of the colony's foreign trade is expected will be available in due course.

Except in regard to foodstuffs the St. Pierre market requires medium grade and rock bottom prices of attractively finished goods, and is partial to Canadian manufactures when it is inconvenient to import from France. Having the coveted advantage of proximity, and with a steamship service from North Sydney and Halifax, Canadian exporters should be in a position to practically supply all the requirements of the Colony, which consist of flour, fresh meat, butter and cheese, vegetables, live animals, woollen clothing, leather and rubber boots and shoes, kerosene oil, tinned meats, hats and caps, cotton and woollen hosiery, roofing materials, paint, condensed milk and cream, apples, canned and pickled salmon, etc.

Commodities that may now be required in St. Pierre can be ascertained by communicating with importers, names of whom can be obtained upon application to the Commercial Intelligence Service, Department of Trade and Commerce, Ottawa, quoting file No. 18556.

The following statement compiled by the Department of Trade and Commerce, showing the principal exports from Canada during the fiscal year 1919, should be of interest to Canadian exporters:—

STATEMENT of Principal Exports from Canada to St. Pierre-Miquelon during the twelve months ended March 31, 1919, with corresponding Rates of Duty in the Import Tariff of St. Pierre-Miquelon.

Canadian Exports. Articles.	Value.	St. Pierre-Miquelon Tariff.	Rate of duty.	Equivalent Rate franc taken at 19·3c.
	$		kg. fr. c.	
Animals, living—				
Cattle, one year old or less	793			
Cattle over one year old	17,624			
Horses over one year old	150			
Poultry	677	Live animals of all kinds (1)	Free.	Free.
Sheep, one year old or less	144			
Sheep, over one year old	1,000			
Swine	1,337			
		Clothing, cotton-linen, hemp (170)	100 90 00	cwt. $7 88
		Woollen clothing (171)	100 100 00	cwt. 8 76
		Oiled clothing (172)	100 140 00	cwt. 12 26
Clothing, n.o.p.	15,040	Cotton hosiery, made up (167)	100 25 00	cwt. 2 19
		Woollen hosiery, made up (168)	100 70 00	cwt. 6 13
		Gloves and mittens, socks and other articles of hand-knitted coarse wool (169)	100 20 00	cwt. 1 75
Hats and caps	2,450	Hats and caps (248)	100 120 00	cwt. 10 50
Ale and beer	30	Beer (89)	hectolitre 4 00	gal. 0 03
Whisky	3,030	Whisky (91)	" 50 00	gal. 0 37
Wines	517	Wines, grape (86)	" 25 00	gal. 0 18
Books	644	Books in any language (176)	Free.	Free.

Statement of Principal Exports from Canada to St. Pierre-Miquelon, etc.—*Con.*

Canadian Exports. Articles.	Value.	St. Pierre-Miquelon Tariff.	Rate of duty.			Equivalent Rate franc taken at 19·3c.		
			kg.	fr.	c.			
Paper—								
Felt and roofing	257	Paper, prepared for roofing (180)	100	4	00	cwt.	0	35
Paper board	20	Cardboard (175)	100	8	00	cwt.	0	70
Wall	142	Wall covering (175)	100	8	00	cwt.	0	70
Wrapping	339	Paper, rough and paper bags (175)	100	8	00	cwt.	0	70
Other	665		Various.					
Stationery	304	Writing paper (175)	100	8	00	cwt.	0	70
Brooms and whisks	1,348	Brooms (234)	100	2	00	cwt.	0	18
Brushes	65	Brushes (254)	100	40	00	cwt.	3	50
Cement	325	Cement (99)	100	0	25	cwt.	0	02
Coal	44,595	Coal (102)	Free.			Free.		
Drugs, dyes and chemicals	1,600		Various.					
Corn	4,329	Maize in the grain (36)	100	0	50	cwt.	0	04
Oats	2,222	Oats in the grain (36)	100	0	50	cwt.	0	04
Other grains	1,213		Various.					
Bran	1,031	Bran of any cereal (85)	100	0	60	cwt.	0	05
Cornmeal	1,944	Flour of maize (33)	100	0	15	cwt.	0	01
Wheat flour	40,629	Flour of wheat (32)	100	0	35	cwt.	0	03
Bread and biscuits	7,198	Sweet and other biscuits (51)	100	5	50	cwt.	0	48
		Biscuits and bread (37)	100	2	00	cwt.	0	18
Coffee	110	Coffee (53)	100	7	30	cwt.	0	63
Lobsters, canned	21,819	Lobsters and salmon preserved in natural state (22)	100	10	00	cwt.	0	88
Salmon, canned	1,142							
Salmon, pickled	14,853	Canned fish if taken as unenumerated (262)	8%			8%		
All other fish	446		Various.					
Fruits, dried	113	Table fruits, dried (44)	100	3	00	cwt.	0	27
Apples, fresh	2,455							
Berries, fresh	13	Fresh fruits (41)	Free.			Free.		
Other fruits, fresh	535							
Canned	1,227	Table fruits, canned or preserved (45)	100	6	00	cwt.	0	54
Groceries	3,181		Various.					
Milk and cream, condensed	1,672	Milk, condensed (14)	100	10	00	cwt.	0	88
Provisions—								
Butter	3,549	Butter, fresh, melted or salt (17)	100	8	00	cwt.	0	69
Cheese	2,283	Cheese (15)	100	10	00	cwt.	0	88
Eggs	2,326	Eggs of poultry or game (12)	Free.					
Lard	6,777	Lard (9)	100	3	60	cwt.	0	32
Meats, bacon	1,811	Meat, salted or smoked and dried (3)	100	2	00	cwt.	0	18
Beef, fresh	4,468	Beef, fresh (2)	Free.			Free.		
Canned meat	426	Preserved meats (6)	100	10	00	cwt.	0	88
Game	100	Game, dead (5)	Free.			Free.		
Hams	1,844	Meat, salted or smoked and dried (3)	100	2	0	0cwt.	0	18
Mutton	1,532	Mutton, fresh (2)	Free.			Free.		
Pork, fresh	5,215	Pork, fresh (2)	Free.			Free.		
Pork, pickled	55	Preserved meats (6)	100	10	00	cwt.	0	88
Poultry	471	Poultry, dead (5)	Free.			Free.		
Other meats	394	Other, salted (3)	100	2	00	cwt.	0	18
		Other, fresh (2)	Free.			Free.		
Sugar—								
Confectionery	3,190	Bonbons, candied fruits (50)	100	6	00	cwt.	0	53
		Sugar, refined (48)	100	6	00	cwt.	0	53
Sugar, all kinds, n.o.p.	12,839							
Vegetables—								
Potatoes	9,021	Potatoes (42)	Free.					
Turnips	985	Vegetables, fresh (78)	Free.					
Canned	1,207	Preserved, dried, husked or shelled (80)	100	3	00	cwt.	0	27
Other vegetables	4,096	Fresh vegetables (78)	Free.					
		Vegetables, salted or pickled (79)	100	6	00	cwt.	0	53
Sole leather	4,032	Skins and hides, prepared, of all kinds (181)	100	25	00	cwt.	2	19
		Cut-out soles (183)	100	40	00	cwt.	3	50
Boots and shoes	17,467	Shoes, boots (185)	Pair.	0	50	pair.	0	09
Harness	117	Articles of saddlery (187)	100	20	00	cwt.	1	75
Codfish oil	800	Fish oils (24)	100	7	00	cwt.	0	61
Oils, mineral—								
Kerosene, refined	4,434	Schist oil and petroleum (104)	100	6	00	cwt.	0	53
		Residues of petroleum (106)	100	5	00	cwt.	0	44
Naphtha and gasolene	551	Gasolene (105)	100	7	00	cwt.	0	61
Vegetable	557	Olive (58)	100	10	00	cwt.	0	88
Other	657	Linseed, rapeseed and other (59)	100	4	00	cwt.	0	35
		Volatil oils (60)	100	50	00	cwt.	4	37

Statement of Principal Exports from Canada to St. Pierre-Miquelon, etc.—*Con.*

Canadian Exports. Articles.	Value.	St. Pierre-Miquelon Tariff.	Rate of Duty.			Equivalent Rate franc taken at 19·3c.	
	$		kg.	fr.	c.		
Soap	281	Soap, perfumed (142)	100	12	00	cwt.	1 05
		Other than perfumed (143)	100	6	00	cwt.	0 53
Rubber boots and shoes	424	Boots and shoes of rubber (246)	100	40	00	cwt.	3 50
Rubber clothing	30	Rubber clothing (245)	100	70	00	cwt.	6 13
Rubber hose	62	Mfrs. of rubber (245)	100	70	00	cwt.	6 13
Hay	9,718	Fodder in bulk (83)	Free.				
		Fodder in bales (82)	100	0	30	cwt.	0 03
Jewellery	110	Jewellery (191)	100	500	00	cwt.	43 69
Bars and rods	3,784	Iron or steel bars (110)	100	2	50	cwt.	0 22
Engines, gasolene	2,826	Steam engines, steam and other motors (200)	100	10	00	cwt.	0 88
Hardware, n.o.p.	4,349		Various.				
Stoves	3,943	Stoves (201)	100	6	00	cwt.	0 53
Tools, hand or machine	247	Tools of iron, steel or copper (204)	100	9	00	cwt.	0 79
Wire nails	759	Wire nails (214)	100	5	00	cwt.	0 44
Wire	295	Iron and steel wire (111)	100	7	00	cwt.	0 61
Other iron and steel	6,701	"Ferronnerie" (210)	100	10	00	cwt.	0 88
Shingles, lath and corrugated roofing, metallic	327	Sheet iron, tinned iron (111)	100	7	00	cwt.	0 61
Tin manufactures	209	Mfgs. of tin (223)	100	20	00	cwt.	1 75
Musical instruments	225	Fog horns (239)	100	10	00	cwt.	0 88
Optical, philosophical and scientific apparatus	83	Optical and scientific apparatus (252)	Free.			Free.	
Packages, empty	2,087		Various.				
Paints and varnishes	2,429	Spirit varnish and turpentine varnish (134)	100	40	00	cwt.	3 50
		Turpentine or oil colours and varnishes (135)	100	8	00	cwt.	0 70
Plants, trees and shrubs	203	Hot-house plants and shrubs (84)	Free.			Free.	
Seeds	19	Seeds for sowing (46)	100	3	00	cwt.	0 27
Starch	30	Starch (146)	100	6	00	cwt.	0 53
Cordage, rope, and twine	256	Cordage of all kinds— a. diameter 10 mm. or less (157)	100	28	00	cwt.	2 50
		b. Diameter more than 10 mm. (158)	100	18	00	cwt.	1 57
Cotton fabrics	7,366	Tissues of cotton bleached or unbleached in the piece, plain or twilled (164)	100	11	00	cwt.	0 96
		Other tissues of cotton	100	15	00	cwt.	1 31
Oilcloth	1,404	Oilcloth and linoleum (162)	100	11	00	cwt.	0 96
Sails, awnings, tents and tarpaulins	1,091	Cotton sail cloth (163)	100	2	00	cwt.	0 17
Woollens	2,614	Tissues of wool	100	5	00	cwt.	4 37
Bicycles	103	Carriages, velocipedes of any weight (242)	100	8	00	cwt.	0 70
Carriages	70						
Wagons	420						
Other vehicles	44						
Vessels—							
Boats, canoes and parts	9,163	"Doris" boats (244)	100	25	00	cwt.	2 19
Ships	105,000	Seagoing ships (243)	Free.			Free.	
Wood—							
Firewood	703	Firewood (73)	Free.			Free.	
Knees and futtocks	547	Mfrs. of wood (238)	100	40	00	cwt.	3 50
Logs, hemlock	1,200	Logs, rough, not squared (67)	100	0	15	cwt.	0 01
Srpuce and tamarack	58	Logs, rough, not squared (67)	100	0	15	cwt.	0 01
Lumber—Planks and boards	14,841	Wood sawn, of any thickness (68)	100	0	15	cwt.	0 01
Shingles	916	Wood sawn (68)	100	0	15	cwt.	0 01
Staves and headings	88	Staves, split (69)	Free.			Free.	
Masts and spars	2,177	Poles and staffs, rough (72)	Free.			Free.	
Timber, square—Birch	185	Wood, squared (68)	100	0	15	cwt.	0 01
All other	735	Wood, squared (68)	100	0	15	cwt.	0 01
Doors, sashes and blinds	54	Doors, windows (236)	100	25	00	cwt.	2 19
Furniture	1,842	Furniture (231)	100	8	00	cwt.	0 70
Matches	322	Chemical matches (259)	100	12	00	cwt.	1 05
Mouldings, trimming and other house furnishings	400	Joiners' wares (236)	100	25	00	cwt.	2 19
Spool wood and spools	125	Small woodenware (237)	100	10	00	cwt.	0 88
Unenumerated goods, 8%.							

THE UNITED KINGDOM RESUMES SUPREMACY IN SHIPBUILDING.

Chief United Kingdom Trade Commissioner Harrison Watson.

London, July 22, 1920.—The outstanding feature of Lloyd's shipbuilding report for the quarter ended 30th June, 1920, is that the further and uninterrupted increase in the tonnage of merchant vessels under construction in the United Kingdom has enabled this country to almost reverse her position of a year ago in comparison with the United States in so far that, while on 30th June, 1919, the tonnage building in the United States exceeded that under construction in the United Kingdom by approximately 1,350,000 tons, the surplus at the present time in favour of the United Kingdom is about 1,472,000 tons.

In fact shipbuilding in America during the past year has fallen off by nearly a half, because whereas the tonnage returns under construction on 30th June, 1919, showed 994 vessels with a gross tonnage of 3,874,143, the present position shows 414 aggregating only 2,105,956 tons.

SHIPBUILDING IN THE UNITED KINGDOM.

The opposite result achieved in the United Kingdom is set forth in detail in the following table:—

Description.	June 30, 1920.		March 31, 1920.		June 30, 1919.	
Steam.	No.	Gross Tonnage.	No.	Gross Tonnage.	No.	Gross Tonnage.
Steel	888	3,563,251	814	3,379,731	701	2,489,826
Ferro-concrete	3	860	7	1,401	10	2,456
Wood and composite	4	1,799	4	1,799	8	2,293
Total	895	3,565,910	825	3,382,931	719	2,494,569
Sail.						
Steel	41	9,469	35	8,451	35	9,873
Ferro-concrete	3	2,174	4	2,854	28	19,608
Wood and composite	2	600	1	189	....	—
Total	46	12,243	40	11,494	63	29,481
Total, steam and sail.	941	3,578,153	865	3,394,425	782	2,524,050

During the past three months 200 steam vessels, aggregating 584,829 tons, and 14 sailing vessels with a tonnage of 3,775 tons were commenced, while 154 steam vessels with a tonnage of 518,568 and 11 sailing vessels aggregating 4,375 tons were launched.

THE POSITION OF THE UNITED STATES.

It seems scarcely necessary to state that the extraordinary increase in American ship construction which took place during the war was due to unique circumstances which have now largely passed away, and the results achieved are a lasting tribute to American enterprise.

Upon the other hand, even if there has been a heavy falling off from the express speed of war requirements, the United States has risen from her comparatively humble pre-war position to that of the second shipbuilding nation in the world, and on June 30 was constructing more than half of the merchant vessels building in the whole of the world outside of the United Kingdom, with an output more than five times greater than her nearest competitor on that date—Holland.

MERCHANT SHIPBUILDING IN THE WORLD.

Lloyd's figures show that on 30th June, merchant vessels being constructed in the whole world aggregated 7,720,904 tons, to which the United Kingdom contributed 3,578,153 tons, and all other countries 4,142,751 tons, which is in striking comparison

with similar figures of a year ago, when the United Kingdom's share of 8,017,767 tons was only 2,524,050 tons against 5,493,717 tons, so that the proportion during the twelve months has risen from 30 per cent to 46 per cent.

Construction in the British Dominions has fallen from 346,453 tons in June, 1919, to 208,799 tons at present, and Canada's proportion has gone back from 261,643 tons to 160,405 tons, but this is entirely due to a reduction of 78,000 tons in wooden vessels, and there was an actual increase in steel vessels of 26,000 tons.

The gross tonnage of merchant ship construction on the 30th June, 1920, in the principal countries excluding the United Kingdom, was:—

	Tons.		Tons.
United States	2,105,956	Japan	254,260
Holland	398,915	Sweden	125,899
Italy (including Trieste)	353,914	Denmark	118,439
British Dominions	268,799	Norway	87,579
France	265,302		

THE SEA FISHERIES OF THE UNITED KINGDOM.

CHIEF UNITED KINGDOM TRADE COMMISSIONER HARRISON WATSON.

London, July 24, 1920.—By collecting the statistics published severally and at different times by the Ministry of Agriculture and Fisheries as regards England and Wales, and by the separate boards for Scotland and for Ireland, it is possible to secure the unrevised quantities and values of sea fish landed by British fishing vessels during the first six months of 1920.

The totals by countries and the aggregate both as to quantity and value are shown in the following table, which however does not in any case include shell-fish, and for purposes of comparison similar returns for the first half year of 1919 are included:—

	1919.		1920.	
	Quantity.	Value.	Quantity.	Value.
	Cwt.	£	Cwt.	£
England and Wales	3,063,571	7,963,876	5,195,005	9,654,408
Scotland	2,326,087	3,267,715	2,813,204	3,165,069
Ireland	238,590	283,449	266,306	223,127
	5,628,248	11,515,040	8,274,515	13,042,604

While the quantity of wet fish caught has risen since 1919 in each of the countries, it will be observed that the increase in the case of England and Wales is very much greater than in the sister countries, and exceeds three-fifths; and it looks as if the figures recorded in 1913 will soon be restored.

While prices still remain higher than before the war, and indeed are still the cause of general complaint, it is satisfactory to learn that they have undergone a substantial reduction when compared with those ruling in 1919, but although increased working expenses, labour, etc., justify a higher level than in the past, retail prices asked are out of all proportion when full allowance is made for this difference.

The trade, however, attributes the present situation largely to transportation delays and bad delivery by the railway companies, and only recently the Government has appointed a special commission to investigate these charges and also to remedy them.

With the present large accumulation of meat in the British Isles and the restoration of the fisheries, there should be a sufficiency of diet of this type in the United Kingdom, which ought, to a certain extent, to compensate for the shortage still being experienced in several other commodities.

DEMAND FOR AND IMPORTATIONS OF CHEMICALS IN GREAT BRITAIN.

Trade Commissioner J. E. Ray.

Manchester, July 14, 1920.—During the last few days a number of inquiries for chemical manufactures and products have been received at this office. The requirements of Lancashire and Yorkshire are very extensive, and the market is worthy of the closest attention of Canadian firms who produce chemicals for utilization in the cotton and woollen industries.

In 1913 the total imports approximated $22,500,000, but prices rose so enormously during the war that the value of the imports in 1918, the latest year for which statistics are available, exceeded $125,000,000, although the quantity was less than in the former year.

Review of British Imports of Chemicals.

ACETATE OF LIME.

The total British imports of acetate of lime in 1913 were 99,582 cwts., of which quantity 62,329 cwts. came from Canada. In the years 1914, 1915 and 1916, the quantities purchased from Canada declined considerably, the respective figures being 26,656 cwts., 10,257 cwts., and 4,568 cwts. During those years the trade passed largely into the hands of the United States, the upward progression of whose contribution was—1913, 27,191 cwts.; 1914, 51,283 cwts.; 1915, 84,938 cwts.; 1916, 55,585 cwts. In 1917 imports from the latter country fell to 8,606 cwts., and to nil in 1918; while those from Canada advanced to 30,643 cwts. in 1917, and declined again to 21,199 cwts. in the following year.

ACETIC ACID.

Considerable advance on the part of Canada is recorded in her exports of acetic acid to the United Kingdom. In 1913 no supplies came from that source, and only very small quantities were received in the following four years, but in 1918 Canada contributed 77,812 cwts. towards the total imports of 89,753 cwts. The United States is Canada's chief competitor in this line of chemicals.

ACETONE.

Although Canada has made some progress in the exportation of acetone to Great Britain, there is ample scope for the enlargement of her trade. The total British imports in 1913 were 46,407 cwts., of which quantity 15,924 cwts. originated in the United States, 13,600 cwts. in Austria-Hungary, 8,619 cwts. in Germany, and 7,830 cwts. in Canada. By 1917 the quantity imported from Canada had advanced to 25,029 cwts., figures which rose to 35,691 cwts. in 1918. During the years 1915 to 1918 inclusive, the United States and Canada were the only sources of Great Britain's supply. The total British imports advanced to 173,982 cwts. in 1918, of which 138,291 cwts. emanated from Canada's southern neighbour.

CARBIDE OF CALCIUM.

Canada has considerably augmented her exports of carbide of calcium to Great Britain during the last few years. No supplies came from that source in 1913 and 1914, but in the following years the quantities received were: 1915, 39,039 cwts.; 1916, 81,654 cwts.; 1917, 58,245 cwts., and 1918, 112,915 cwts. In pre-war days, the main sources of supply were Norway, Sweden and Italy, but during the war by far the larger bulk came from Norway. Of the total British imports—517,262 cwts.—in 1918, 404,347 cwts. were purchased from Norway and the balance from Canada.

COAL PRODUCTS, NOT DYES.

In normal times large quantities of coal products were imported by Great Britain, and although she is less dependent to-day upon external supplies, due to progress made by British chemists and manufacturers in the utilization of the country's own resources, there is reason to believe that the trade will be sufficiently extensive to repay attention on the part of Canadian exporters of these by-products. The following statistics, embracing the years 1913 and 1918, illustrate the quantities imported and the countries of origin:—

Countries.	1913. cwts.	1918. cwts.
Germany	54,356	—
Netherlands	525	—
Belgium	6,244	—
France	10,413	—
United States	3,936	8,194
Other foreign countries	11,042	—
Total from foreign countries	86,516	8,194
Total from British possessions	33,393	5,467

UNENUMERATED CHEMICALS.

An extensive table under the above title appears in the Board of Trade returns, to which Canada has contributed on an increasing scale during the last five or six years. Quantities are not quoted, but the values of the total imports advanced from $87,000,000 in 1913 to approximately $90,000,000 in 1918. Chile, the United States and Norway were the chief contributors to the total in 1918. Canada's progress is recorded as follows: 1913, $148,555; 1914, $150,960; 1915, $299,850; 1916, $319,445; 1917, $548,775; 1918, $571,555.

VARIETIES OF CHEMICALS, ETC., SOUGHT.

Among the chemicals, etc., sought by buyers in this district are wood alcohol, dyes and chemicals used in the calico printing industry, acetic acid, chlorate of soda and potash, talc and cobalt salts, liquid rosin, potato starch, glucose and dextrine. Canadian firms prepared to export are invited to send fullest particulars to this office.

MAPLE SYRUP—IN TINS OR BOTTLES?

Trade Commissioner J. Vernon McKenzie.

Glasgow, July 9, 1920.—A well-known company importing maple sugar and maple syrup into the United Kingdom recently decided that for various reasons shipments in *tins* in the future will be discouraged. This company some little time ago received one shipment of sixty five-gallon tins of maple syrup, and were surprised to find forty of the tins quite empty when they reached their warehouse. The other twenty were intact. It was discovered that at some place en route either on the boat or on the docks in Canada or in this country, some enterprising persons had punched a hole with a nail in each of the forty tins, and then had extracted the contents.

Another reason for shipping syrup in bottles is that they make a much more attractive display than in tins. Two of the leading companies selling maple syrup in this country have stated that they find it sells very much better thus put up in 16 and 32-ounce bottles. The Glasgow office has been furnished with samples put up in each way, and as I write I have before me a varied selection of maple products. It is quite evident that maple syrup put up in a bottles makes a distinctly more attractive display.

TRADE OF DOMINICA IN 1919.

Trade Commissioner E. H. S. Flood.

Barbados, July 16, 1920.—The trade returns of Dominica for last year in summarized form have just been published, and show that the total trade for the year was £460,149. The imports valued about the same as in 1918, but the exports increased by £53,429, making a very favourable balance for the year.

The following figures will show the value of the imports and exports and the principal countries with which the trade was done:—

Countries.	Imports.	Exports.	Total Trade.
United Kingdom	£ 39,877	£ 95,790	£135,667
United States	73,473	138,099	211,572
Canada	45,902	6,493	52,395
Others	44,108	16,407	60,515
Total values	£203,360	£256,789	£460,149

Imports.

It has been pointed out in former reports on Dominica that of foodstuffs more is being produced per capita than in any other of the West Indies, and that in this regard the island is self-dependent in a remarkable degree. Large quantities of fruit and ground provisions are grown and the supply of beef, mutton and eggs for home consumption is in some degree adequate to the needs of the population. The war has been a further stimulus in this direction, as may be seen by a scrutiny of the imports as compared with those of 1913. In almost every item of foodstuffs where quantities are given in the statistics it is found that less was imported last year than in 1913, though the value of the total import was greater. The decline is particularly noticeable in flour and fish, pork, butter and cheese, bread and biscuits, oilmeal and condensed milk.

IMPORTS FROM CANADA.

The imports from Canada in 1918 made a record, valuing £57,489. In 1919 they dropped to £45,902, which was, however, a better figure than in any other year except 1918. It is not possible to ascertain exactly the commodities in which the falling off occurred, as no details are given in the Customs returns, but it is probable that some of it was in flour, as the total import was less by 6,194 barrels, and the value by £17,015 than in 1918.

The details of the imports will be seen in the following table which gives the quantities and values of the principal imports for 1918 and 1919:—

Statement showing Quantity and Value of Principal Imports of Dominica in 1918 and 1919.

Articles.	1918. Quantity.	1918. Value.	1919. Quantity.	1919. Value.
Alcoholic liquors	.....	£ 5,121	.....	£ 6,154
Animals.....No.	122	629	282	1,933
Apparel	.....	1,196	.....	1,842
Bags and sacks	.....	449	.....	747
Boots and shoes.....doz. pr.	1,673	5,275	1,230	4,337
Books and printed matter	.....	525	.....	527
Buckets and pails	.....	.....	.....	247
Cement.....brl.	1,994	1,195	654	598
Coal.....tons.	.....	.....	294	1,391
Cordage and twine.....cwt.	.....	274	193	1,618
Cotton and woollen goods	.....	13 275	.....	17,625
Drugs, chemicals, etc	.....	2,004	.....	2,886

Statement showing Quantity and Value of Principal Imports of Dominica in 1918 and 1919.—Continued.

Articles	1918. Quantity.	1918. Value.	1919. Quantity.	1919. Value.
Earthenware and glassware	.....	757	.....	762
Electrical apparatus	.....	616	.....	481
Grain (corn, oats, rice, etc.)	.....	3,647	.....	3,155
Haberdashery and millinery	.....	6,852	.....	8,518
Hardware	.....	3,624	.....	3,814
Hats	.....	1,128	.....	1,199
Machinery—				
Agricultural	.....	3,781	.....	3,222
Other kinds	.....	614	.....	490
Manures	.....	1,516	.....	2,895
Matches, gross	4,575	969	3,505	865
Metals, iron and steel	.....	596	.....	1,227
Milk (condensed), lb.	8,548	283	9,032	320
Motor cars and parts	.....	689	.....	1,250
Oilmeal, lb.	103,028	668	76,010	583
Packages (empty)	.....	4,721	.....	5,837
Perfumery	.....	289	.....	436
Bread and biscuits, lb.	8,240	234	.....	485
Biscuits, fancy, "	4,598	158	9,478	501
Butter, "	6,529	742	15,392	1,603
Cheese, "	6,120	350	10,532	754
Fish—				
Canned	.....	261	.....	380
Dried, cwt.	3,951	9,779	3,129	8,368
Pickled, brl.	358	793	750	1,355
Flour, "	17,926	45,891	11,732	28,876
Sugar—				
Refined, lb.	336,593	4,456	149,926	2,178
Muscovado, "	972,404	9,834	252,585	2,369
Tea, "	2,675	300	2,491	270
Pork, "	72,740	2,316	76,480	2,031
Stationery and wrapping paper	.....	1,785	.....	659
Oil, kerosene, gal.	55,091	2,665	43,539	3,110
Soap, common, lb.	177,071	3,543	193,562	4,756
Cigars	.....	77	.....	127
Cigarettes	.....	2,810	.....	3,690
Lumber—				
Pitch pine, ft.	46,342	441	4,882	96
White pine and spruce, "	16,717	239	49,083	627
Shooks	.....	1,554	.....	1,816

Exports.

The exports reached in value the highest figure yet recorded, being £256,789 as compared with £209,305 for 1918. Of this total the line industry contributed £194,022, and cocoa £37,293.

LIME INDUSTRY.

This is the premier industry of the colony, and has been making rapid strides in the last few years. Ten years ago the value of the crop was only £36,952, and it is now approximately £200,000. The bulk of the crop is made into concentrated lime juice, and this and the raw juice make over one-half the value of the export of the colony. There has been a decline in the output of citrate of lime for some years, but last year a demand arose with the result that a very much larger quantity than usual was manufactured, giving the second largest item in the exports.

The following table will show the details of the export of the lime products in 1919:—

Product.	Quantity.	Value.
Concentrated lime juice, gal.	166,718	£ 79,691
Raw lime juice, "	298,312	25,089
Green limes, brl.	21,384	26,909
Pickled limes	.....	683
Citrate of lime, cwt.	6,772	38,593
Essential oil of limes	.....	13,737
Otto of limes	.....	9,320
		£194,022

COCOA AND THE MINOR INDUSTRIES.

In the last twenty years there has been a decline in the cultivation of cocoa. At one time the quantity exported was upwards of 600 tons, but in 1917 it had dropped to 150 tons. Since then an improvement has taken place, over 200 tons being exported in 1918, and last year 369 tons. The report of the Superintendent of Agriculture on the outlook for the cocoa industry states that the size of the crop cannot be ascertained with accuracy, "as it is well known that a considerable amount of cocoa leaves the island surreptitiously. All that can be said on this matter is that production is considerably in excess of the amount shown by the figures.

The minor industries have made substantial progress during the year, showing increases in nearly all the items except in hardwood and hoops, but it is probable that the decrease in hardwood is rather a change in grouping—all hardwoods being included in 1918 under this head.

The following table will show the quantities and values of the minor products exported during 1918 and 1919:—

Produce.	1918. Quantity.	1918. Value.	1919. Quantity.	1919. Value.
Oranges..brl.	1,226	£ 809	2,030	£1,497
Orange oil..lb.	153	49	1,431	713
Bay leaves..cwt.	31	33	54	60
Bay oil..lb.	1,627	770	2,356	1,418
Coffee..cwt.	15	81	8	64
Honey..gal.	675	405	162	80
Vanilla..lb.	796	159	2,444	1,222
Hardwood..ft.	213,550	1,712	48,817	485
Hoops..bundles.	1,517	500	.....	168

ARTICLES FOR WHICH THERE IS NO DEMAND IN CHINA.

By H. K. Woo, Clerk in the Office of the Canadian Trade Commissioner, Shanghai.

June 30, 1920.—As inquiries have frequently been referred to this office for articles which have no demand in China, it is therefore well to give Canadian manufacturers a clear understanding of the conditions in the Eastern markets, so that their time and efforts may not be wasted in cultivating trade in certain lines.

AGRICULTURAL MACHINERY.

The above heading includes threshing machines, watering machines, steam ploughs, or any implement that is employed for the purpose of cultivation. Although China is a rice and wheat producing country, yet there is no market for the sale of agricultural implements. The reason is that the farmers are so poor, it is very difficult for them to buy machines or tools of this kind, and their farm holdings are also so small that machinery could not be profitably employed. They use native-made instruments, disregarding their bluntness and clumsiness, and the method which they employ is a very primitive one.

THRESHING MACHINES.

For the same reasons which apply to agricultural machinery, neither threshing nor mowing machines can be sold in this country, although a small demand might be created in Manchuria if properly introduced. Threshing throughout China is still done with a flail or a stone roller drawn by an ox.

STUMP PULLING MACHINERY.

As there is no land left uncleared in China, this class of machine would find no employment here.

WOODENWARE.

All such articles as tubs, buckets, washboards, rolling pins, etc., are manufactured in great variety and quantity in this country, at prices much lower than the imported article, so little or no demand exists in China for such things.

MEN'S READY-MADE CLOTHING.

Although in all the Treaty Ports and large cities many Chinese have adopted the foreign style of clothing, yet Chinese tailors can make a suit of men's clothes much cheaper than they can be imported for; all kinds of suitings are to be found in the shops, and as the duty on all goods is only 5 per cent, a suit of clothes made from the best imported cloth is not nearly as expensive as an imported suit would be. Another point is that on account of the many changes of climate, several styles and weights of material must be worn according to the season, from heavy tweeds and overcoats in winter, to drills, linen, flannel and silk in summer.

FURS.

China and the adjacent countries—Mongolia, Siberia, Manchuria and Korea—produce and export large quantities of furs. The Chinese are also very expert at dressing and making up fur garments of every kind, so much so that imported furs do not find any market.

RUBBERS AND OVERSHOES.

Scarcely any demand exists in China for this kind of footwear; very little snow ever falls in China, so that overshoes are not required, and it does not appear to be the fashion to wear rubbers.

MINERAL WATERS.

Almost every kind of aerated water is manufactured in China, and the quality is quite as good as the imported article, consequently very little of the latter is consumed. The vogue of the American soda fountain does not exist in China; there are probably less than six in the whole country.

CHURNS.

This article is never used in China, except by the small population of foreigners or missionaries in the interior, and in that case it is very rare. It must be borne in mind that rice is the main food for the Chinese throughout the country. Milk is never used for drinking purposes or making anything like cheese or butter. The only use of milk is for food for infants or patients.

WASHING MACHINES.

Washing machines are not at all used in China, for labour in this country is very cheap. One can engage an Amah or maid servant to do everything in the house, that is, cooking, washing, sewing, etc. Launderers and laundresses are very many, and the price they charge is very cheap.

CANOES AND SKIFFS.

The Chinese people do not take much interest in sea sports, such as sea bathing, canoeing, etc., consequently there is no sale for the above articles. As the lakes and rivers in China are so dirty and crowded with junks and sampans, there is not any pleasure in rowing about among them. However, regatta meetings are annually held in Shanghai and other ports, but the boats which they use are of native make.

WIRE FENCING.

Wire fencing finds very little use in China. Instead of this, bamboo hedge is extensively used; the only use of the former is to round telephone or electric poles to prevent thieves from climbing up and thus getting into the houses near by, while the latter is to fence orchards, gardens, or buildings under construction.

BELGIAN IMPORTS FROM CANADA, DIRECT, JANUARY TO MAY 1919-20.

Trade Commissioner A. Stuart Bleakney, Rotterdam, transmits, under date July 9, 1920, the following statistics of Canadian imports into Belgium for the first five months of 1920:—

Articles.	Quantities. Kilogrammes. 1919.	1920.	Values. Francs. 1919.	1920.
Meat, n.o.p.	....	28,545	....	184,790
Butter, fresh and salted.	....	196,245	....	3,133,500
Cheese other than common, soft and white	....	646,153	....	3,852,727
Fish preserves, other than caviar	2	63,119	20	219,508
Grains, wheat	....	71,109,060	....	65,276,631
Barley	....	225,476	....	153,600
Mineral products, n.o.p.	....	994,162	....	1,415,775
Wood-pulp	....	274,874	....	320,000
Drugs, n.o.p.	....	1	....	35
Woollen fabrics, n.o.p.	8	1,029	235	10,795
Cotton fabrics, n.o.p.	....	3	....	110
Women's clothing	....	21	....	1,534
Wooden articles, n.o.p.	....	2,007	....	3,343
Paper, n.o.p.	....	15,411	....	20,000
Products of the printing press, books unbound	....	303	....	1,565
Books bound in cardboard or otherwise	....	3	....	190
Machines and machinery, n.o.p., including parts of copper or other material	....	1,887	....	20,000
Furniture	....	2	....	105

NOTE.—The above table shows direct imports: goods shipped via United States or England do not appear to be credited to Canada in Belgian statistics.

BELGIAN IMPORTS FOR THE FIRST FIVE MONTHS OF 1920.

Trade Commissioner A. Stuart Bleakney, Rotterdam, sends under date July 9, the following statistics of the imports into Belgium, January to May, 1920:—

Groups.	Quantities. Tons (metric).	Value. Thousand Francs.
1. Living animals	25,805	104,247
2. Food products	732,925	943,482
3. Raw materials or slightly manufactured articles	3,099,059	2,333,519
4. Manufactured goods	550,734	1,335,609
5. Coin and bullion	9	3,080

In order of importance the principal countries supplying the Belgian market are given below:—

	Francs.		Francs.
France	967,186,337	Germany	252,824,770
Great Britain	887,976,054	Italy	84,935,847
United States	844,914,871	Belgian Congo	48,782,267
Holland	280,132,280	Switzerland	47,861,734
Argentina	263,582,530		

The following figures give the share of these principal suppliers under groups, 1, 2, 3 and 4. Imports of group 5, "Coin and bullion" are omitted.

	Groups.	Kilogrammes.	Values. Francs.
Belgian Congo	1	.....	.....
	2	121,617	549,968
	3	3,914,960	41,979,882
	4	1,203,246	4,741,671
Germany	1	66,960	174,300
	2	60,538,293	12,888,152
	3	296,461,766	98,178,364
	4	81,901,415	141,449,319
Argentina	1	1,647,480	6,806,500
	2	191,018,925	180,458,976
	3	15,048,808	74,318,128
	4	1,910,976	1,998,926
United States	1	12,309,000	55,877,400
	2	198,885,965	251,820,352
	3	232,151,689	423,691,979
	4	23,360,681	113,523,240
France	1	1,748,857	6,032,184
	2	52,376,320	105,707,609
	3	778,654,056	388,741,092
	4	212,935,062	465,795,090
Great Britain	1	4,782,580	12,450,850
	2	38,394,289	59,723,470
	3	552,537,242	462,245,520
	4	88,590,512	353,124,594
Italy	1	.....	.....
	2	5,951,285	12,334,143
	3	41,946,713	55,260,897
	4	1,732,293	17,338,807
Holland	1	4,720,420	21,096,650
	2	48,137,635	80,470,754
	3	160,304,489	97,774,055
	4	30,455,965	80,702,645
Switzerland	1	23	300
	2	499,757	2,289,740
	3	4,135,570	6,306,021
	4	2,783,291	39,265,173

STATE OF IMPORT TRADE AND INDUSTRY IN BELGIUM.

TRADE COMMISSIONER A. STUART BLEAKNEY.

Fall in Industrial Market and Reduced Prices.

Rotterdam, July 9, 1920.—In general there is a slowing up of business in Belgium. Buyers are holding off in consequence of the falling market, which it is felt will affect manufactured goods, after having already made itself felt in iron, steel and freights. On June 26, 20 per cent of the workmen in the leather industry were idle and 5 per cent were on part time. Certain tanneries reduced production to support the falling prices. A lay-off of 85 per cent of the employees is expected unless conditions improve. In the diamond industry about half are idle. The manufacturers in Verviers in spite of the drop of 30 per cent in raw wool, have decided to close down rather than consent to a reduction in the price of their products. At Antwerp products offered on the market continue to show a tendency to weaker prices.

Freights also have decreased to the extent of 30 per cent. At the beginning of the year a first-class English vessel could be chartered for 30s. a ton. It has now dropped to 20s.

The Belgian press has featured very strongly "La Baisse" in the immediate past. One notes a tendency to lay less stress on this subject at present. It is beginning to be realized in many quarters that such a general fall in prices is not altogether desirable, particularly from the point of view of employment. The fall is attributed generally to increased production, making good the world shortage due to the war, coupled with a cessation of promiscuous buying. A certain amount of effect appears to be due to press scareheads and their psychological effect on the purchaser.

Belgium's Resumption of Pre-war Production: Comparative Statistics, 1913 and April, 1920.

As indicating the resumption of pre-war production the following figures issued by the Office of Research of the Ministry of Economic Affairs are interesting:—

Industries.	Comparison. 1913. Average. Metric Tons per Month.	April, 1920. Metric Tons.	Per cent.
Coal	1,900,000	1,900,750	100.00
Coke	125,000	78,532	62.82
Cement	73,000	54,416	74.50
Blast furnaces	210,586	75,129	35.60
Iron and steel finished products	154,821	77,718	50.30
Half finished products	132,229	44,837	33.45
Steel, bessemer	182,681	76,963	42.65
Steel, martin	17,717	15,774	89.03
Zinc, raw	16,800	6,527	38.85
	Kg.	Kg.	
Sugar, refined	9,206,067	10,973,504	119.12
	Metric Tons.	Metric Tons.	
Papers and cardboard	11,528	10,064	87.32
	Spools.	Spools.	
Cotton spinning	700,000	1,400,000	82.36
Flax spinning	280,000	219,256	78.30

PROSPECTS FOR ARTIFICIAL SILK MANUFACTURING IN BELGIUM.

Mr. Godfrey Langlois, Agent-General of the Province of Quebec in Paris, France, writes as follows on the prospects of the artificial silk manufactures of Belgium:—

Before the war the output of the Belgian manufactories of artificial silk was 2,700,000 kilogrammes of thread. This was one-quarter of world production.

About 6,000 hands were employed by the four principal concerns, which are situated in Tubise, Obourg, Maransart and Alost. These had to shut down completely during the war and suffered great material losses by German occupation. The first of these establishments to resume work could do so only in July, 1919, and then partially only; the others were only able to start work three months later. In March, 1920, about 90 per cent of the pre-war number of hands were employed and work had been limited to eight hours a day. Notwithstanding these conditions, actually one of these concerns has been able to increase by one-third its daily output and a brilliant prospect awaits this industry in the near future.

It is of so much more interest to Canadian importers that before 1914 Belgium was only consuming 5 per cent of its total production, the remainder being exported; 50 per cent was going to Germany.

Prices are at the present time very near ten times what they were in 1914. One kilogramme of artificial silk is worth now, best quality, from 130 to 140 francs, and second quality, from 105 to 125 francs.

This silk is in great demand, and two of these manufactories have their output, until the end of the year, already sold on contract.

Two of them only have contracts for immediate exportation.

REVIEW OF DUTCH TRADE FOR MAY, 1920.

TRADE COMMISSIONER A. STUART BLEAKNEY.

Rotterdam, July 12, 1920.—The total trade of Holland for May, 1920, shows an increase of 55 per cent as compared with that for April, 1920. The value of imports increased from 203·6 million to 298·5 million gulden, while exports rose from 99·4 million to 170·4 million gulden.

	May, 1920. Gulden.	Total Jan.-May, 1920 Gulden.
Total imports	298,514,162	1,179,821,770
Total exports	170,393,137	587,325,234
Excess imports	128,121,025	592,496,536

(Not including coin and bullion.)

Presumably in consequence of the end of the Dutch dock strike many goods were cleared inward and outward. In addition, the months of April and May together point to an increased trade movement after the large relapse during the first quarter of 1920. Recovery of the exchange, the credit of 25 million gulden granted by Holland to Germany for foodstuffs on which deliveries were made in May, and the higher prices ruling for many goods, have no doubt also contributed to the increased trade movement. The import balance rose from 104 to 128 million gulden.

The increase in the value of imports by 98 million gulden was principally as follows: 27 million gulden for foodstuffs for human and animal consumption; 8 million for raw materials and semi-manufactured materials of animal origin; 31 million for raw materials and semi-manufactured materials of vegetable origin; 27 million for manufactured articles.

The increase in the value of exports by 71 million gulden was as follows: 22 million for foodstuffs for human and animal consumption; 8 million gulden for raw materials and semi-manufactured materials of animal origin; 9 million gulden for raw materials and semi-manufactured materials of vegetable origin; 3 million gulden for raw materials and semi-manufactured materials of mineral origin; 29 million for manufactured articles.

The nature of the above-mentioned goods points to the fact that the revival of trade must not yet be attributed to the Central Powers.

The total weight of imports increased only to a small extent from 999 to 1,063 million kilogrammes; that of the exports, on the other hand, from 261 to 361 million kilogrammes; paper alone by 31 million kilogrammes.

DETAILED IMPORTS.

The imports of raw material for the margarine manufacturing industry (oils, fats, and oil seeds) rose from 23·8 to 34·5 million kilogrammes. Wool increased from 2·8 to 4·7 million kilogrammes. Wheat came from Argentine only, and rose to 91 million kilogrammes. (The total arrivals since January 1, amount to 123 million kilogrammes.) There were no imports of flour for bread and only very little rice. However, about 2 million more kilogrammes of malt and rolled oats arrived. The imports of food cakes for cattle were 7·5 million kilogrammes against 2·2 million in April.

The imports of fuel were comparatively larger than in April; they rose from 209 to 287 million kilogrammes of which Germany supplied 160 and the United States and Canada 102 million kilogrammes.

The quantity of pig iron and iron bars and plates, the import of which was comparatively insignificant in April, increased from 41 to 54 million kilogrammes. The import of other iron products remained stationary.

Wood for construction purposes arrived in larger quantities: 74·5 in May against 48·3 million kilogrammes in April. Of these products Germany delivered 42 million kilogrammes in May.

Pulp wood shows a decrease: 0·3 million against 1·3 million kilogrammes in April. However, mechanical and chemical woodpulp were imported on a larger scale: 8·6 million kilogrammes against 1·9 million kilogrammes in April.

Holland imported 3 million gulden more of hides and 1 million gulden more of boots and shoes. The imports of cotton yarns increased from 4·6 million gulden to 16·2 million gulden. Wool and half wool yarns rose from 0·8 to 1·7 million gulden.

The imports of automobiles, motor vehicles and bicycles were considerably higher in May: 725 automobiles at a value of 2·5 million gulden (April 514 automobiles valued at 1·7 million gulden); 848 motorcycles at 0·6 million gulden in May against 488 at 0·3 million gulden in April; 7,119 bicycles in May against 6,300 in April. The import of tyres increased in accordance therewith and amounted to 1·2 million kilogrammes.

Finally, the value of the imports of machinery, tools and insulated cable and wire shows an increase.

MARKET FOR TIRES AND INNER TUBES IN HOLLAND.

Trade Commissioner A. Stuart Bleakney.

Rotterdam, July 20, 1920.—The import market for tires and inner tubes depends of course largely on the number of automobiles in use and the extent to which the local industry can supply the demand. It is also affected by the nature of the Dutch brick roads, which are hard on tires.

The automobile is having a great boom in Holland in spite of the fact that there are several factors which have acted in the past as a discouragement. First, in regard to pleasure autos, there is the smallness of the country, which is covered with a network of steam railways, electric trains and steam trams, which carry passengers at a low rate. Secondly, in regard to motor trucks, there is always the competition of canal traffic, which is extraordinarily cheap, efficient, and ubiquitous. In the cities the prevalence of innumerable pushcarts operated by man power, assisted by dogs, and the flatness of the country, results in the absorption of much freight which might otherwise be carried by trucks.

In spite of these apparent discouraging factors the present year shows a considerable increase in the number of automobiles and trucks imported, and it is commonly remarked here that the number of automobiles and trucks has increased amazingly since the armistice. In December, 1919, the cars imported averaged per month 444. In January, 1920, they numbered 925, in February 900, in March 810, in April 617, and in May 865.

There are four factories in Holland producing tires. In 1918 the export of tires from Holland was nil. In 1919 it was only 8,704. From January to May only 2,994—figures which are practically negligible. It is evident that there is a growing demand for tires to refit the Dutch importations of cars.

The manager of the tire department of probably the largest importing house in Holland states: "There is at the present moment quite a boom in the tire trade. The number of automobiles and motor trucks is increasing day by day. Quality is the main requirement for tires in this market. The car owner in Holland is as a rule well-to-do and owns a high-class machine for which he demands and can pay for a good tire."

This firm do not sell their tires, which are a well known American make, on a mileage basis, but some of their competitors do. Before the war tires were usually sold with a guarantee clause for so many kilometres. Steel studded tires are only

used here to a small extent, about one car in five using them. Importers usually handle one tire exclusively. They allow 25 per cent on pneumatics to retailers and 20 per cent on solid tires. Retail prices for solid tires include the pressing on of the tire.

In regard to motor trucks, solid tires are used for heavy traffic and pneumatics for the lighter and faster traffic. The above firm stated that a shipment of 4,000 to 5,000 tires was the size of shipment they considered the most desirable. Two months from receipt of order is considered a first-class delivery. At the present time shipments take about six months from the United States, and this is a great handicap to business.

Retail prices of one well-known American and one well-known French tire as well as a list of Dutch tire importers may be obtained by interested Canadian manufacturers and exporters on application to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, quoting File No. 25981.

In considering the prospects of Canadian tires in Holland, a discouraging feature is the fact of American exportation to Canada, which in the face of the high Canadian duty and exchange has obtained a solid footing, nevertheless there is good reason to believe that several shipments of Canadian tires have already found a market in Holland. The *Lord Antrim* recently arrived here from Montreal, and her cargo, as published in *Scheepvaart*, included a considerable shipment of rubber tires.

The following figures give Dutch importations of tires and inner tubes for 1919 and five months of 1920:—

MANUFACTURES OF RUBBER.

	January, 1919, to December.		January, 1920, to May.	
	Gross weight.	Value.	Gross weight.	Value.
Automobile Tires.	Kilogrammes.	Gulden.	Kilogrammes.	Gulden.
1. Outer Tires—				
Great Britain	278,916	1,900,652	33,682	179,123
United States	363,703	2,064,602	268,661	1,688,067
France	81,005	570,015	31,971	250,451
Other countries	32,200	262,894	47,824	305,005
Total	755,824	4,798,163	382,133	2,422,646
Outer Tires—	Number.		Number.	
Great Britain	21,060	.....	2,582	—
United States	27,501	.....	21,671	—
France	8,015	.....	3,059	—
Other countries	3,184	.....	4,393	—
Total	69,760	.....	31,705	—
		Value.		Value.
2. Inner Tires.	Kilogrammes.	Gulden.	Kilogrammes.	Gulden.
Great Britain	51,191	376,744	3,986	15,517
United States	45,495	238,027	43,890	157,691
France	19,466	130,949	1,723	12,569
Germany	.....	.....	3,237	19,437
Belgium	.....	.....	4,710	30,233
Other countries	3,510	29,023	673	3,960
Total	119,662	774,743	58,219	239,407
Inner Tires—	Number.		Number.	
Great Britain	23,888	.....	1,333	—
United States	18,408	.....	13,851	—
France	8,772	.....	769	—
Germany	.....	.....	1,029	—
Belgium	.....	.....	2,095	—
Other countries	1,969	.....	322	—
Total	53,037	.....	19,399	—

MARKET FOR AUTOMOBILE TIRES AND INNER TUBES IN CUBA.

Trade Commissioner Hugh A. Chisholm.

Havana, July 16, 1920.—The majority of the important tire manufacturers are now represented in Cuba—usually by a dealer in automobiles and automobile accessories to whom the manufacturer grants an exclusive agency for the Island of Cuba. Practically all these dealers have their headquarters and sample rooms in Havana.

Automobile accessories are handled generally by two different types of dealer. On the one hand, there is the general machinery house which primarily handles sugar and agricultural machinery and which very recently has added an automobile and accessories department, and on the other hand there is the dealer who handles exclusively automobiles and accessories. Both types of dealer usually arrange exclusive agencies for one or two motor car manufacturers, a motor truck manufacturer, one tire manufacturer, and one manufacturer of each motor car acesssory. These dealers appoint their own agents throughout the island, and finance their own advertising campaigns.

There are two methods by which a Canadian tire manufacturer may secure a good representative in Cuba. One is to secure a machinery or automobile agent who has not yet a tire agency; the other is to arrange an attractive contract with a house which already represents a tire manufacturer, but which is not satisfied with the existing connections with that manufacturer.

There are two inducements which a tire manufacturer may hold out to his proposed dealer in Cuba. One is a matter of price, and the other is a matter of the extent to which the name of the tire is known through extensive advertising. An example of this is the increasing business done in Cuba by the Canadian manufacturers of a tire which is known throughout the world by means of its extensive advertising. A purely Canadian tire manufacturer, then, would have to base his entry into the Cuban market on a price basis. Assuming that the quality of his tire is on a par with other tires, he would have to sell his tire in Cuba at a slightly lower price than his competitors, or give his dealer a larger margin of profit to induce him to push its sales.

Can the Canadian tire manufacturer, then, sell his product in Cuba at a lower price than his competitors in face of an American preferential tariff? With the present discount of 12 to 13 per cent on Canadian funds, he should be able to do this, and take the opportunity of establishing his brand in this market. Once it is established, he need not worry about price as long as the quality is kept up.

The rubber tire manufacturers are now required by the Cuban Customs authorities to furnish an affidavit with their invoices, of which the following is a translation:

"This is to certify that the prices on these invoices corresponding to the tires sold to Messrs. ..... and that same represent the price of our catalogue that we enclose herewith with a discount of 20-2-½ for the tires and 33-½-2-½ on tubes and that these prices and discounts are for any buyer *in usual wholesale quantities* to ship to Cuba and are not specials or conditionals."

Copies of these affidavits in Spanish may be had from any Cuban Consul in Canada. The purpose of this affidavit is, in the words of a prominent Cuban Customs official, to "establish a normal wholesale price on which to levy the duty."

Finally, in order that the Canadian Trade Commissioner may be able to interest the most reliable people in taking up a Canadian agency, the Canadian manufacturer should furnish him with every possible detail concerning the structure, wearing qualities, prices, terms, etc., of his tires. Otherwise, it is difficult to enlist the interest of responsible parties.

SOUTH AFRICA'S IMPORTS.

TRADE COMMISSIONER W. J. EGAN.

VI.

In this, the sixth of the contributions by Mr. Egan on imports into South Africa, he continues his analysis of the imports of iron and steel, the second part dealing with electrical material, and concluding with a number of suggestions to manufacturers and shippers:

Brass—Bar, Rod and Ingot.

Country of Origin.	Quantity. 1913. Cwt.	Quantity. 1919. Cwt.	Decrease or Increase. Cwt.	Value. 1913. $	Value. 1919. $	Decrease or Increase. $
Total for the Union	191	359	+ 168	3,825	12,125	+8,300
Canada	—	—	—	—	—	—
United States	—	157	+ 157	—	5,785	+5,785
United Kingdom	194	193	— 1	3,825	5,915	+2,090
Japan	—	8	+ 8	—	340	+ 340

In the year 1918, the total imports were 683 cwts., valued at $26,000. The imports that year from the United States were 498 cwts., and from Japan 49 cwts.

Brass—Plate and Sheet.

Country of Origin.	Quantity. 1913. Cwt.	Quantity. 1919. Cwt.	Decrease or Increase. Cwt.	Value. 1913. $	Value. 1919. $	Decrease or Increase. $
Total for the Union	487	608	+ 121	9,675	26,780	+17,105
Canada	.....	7	+ 7	.....	340	+ 340
United States	.....	301	+ 301	.....	13,760	+13,760
United Kingdom	433	211	— 222	8,400	8,105	— 295
France	30	.....	— 30	685	.....	— 685
Germany	20	.....	— 20	530	.....	— 530
Japan	.....	89	+ 89	.....	4,525	+ 4,525

Brass Manufactures, N.O.D.

Country of Origin.	Value. 1913.	Value. 1919.	Decbrease or Increase.
Total for the Union	$172,400	$410,000	+$237,600
Canada	.....	750	+ 750
United States	2,275	31,915	+ 29,640
United Kingdom	150,400	109,720	+ 40,689
Germany	7,475	5	— 7,470
India	7,360	10,660	+ 3,300
Japan	1,400	71,950	+ 70,550
Australia	560	5,990	+ 5,430
China	7	1,870	+ 1,865

Copper—Bar, Rod and Ingot.

Country of Origin.	Quantity. 1913. Cwt.	Quantity. 1919. Cwt.	Decrease or Increase. Cwt.	Value. 1913. $	Value. 1919. $	Decrease or Increase. $
Total for the Union	1,655	658	— 997	39,750	26,540	—13,210
Canada	.....	.....	.....	.....	.....	—
United States	77	476	+ 399	1,250	19,360	+18,110
United Kingdom	1,512	151	—1,361	37,225	5,700	—31,525
Germany	66	.....	— 66	1,260	.....	— 1,260
Japan	.....	31	+ 31	.....	1,480	+ 1,480

The imports of the year 1918 totalled 1,348 cwts. valued at $51,200. Canada shipped in that year 26 cwts., the United States 852 cwts., Belgian Congo 401 cwts. and Japan 68 cwts.

Copper Plate and Sheet.

Country of Origin.	Quantity. 1913. Cwt.	Quantity. 1919. Cwt.	Decrease or Increase. Cwt.	Value. 1913. $	Value. 1919. $	Decrease or Increase. $
Total for the Union	1,083	1,470	+ 387	23,250	59,150	+35,900
Canada	.....	.....	.....	.....	.....	—
United States	7	1,045	+1,038	240	43,540	+43,300
United Kingdom	912	416	— 496	19,800	15,070	— 4,730
Germany	105	.....	— 105	2,140	.....	— 2,140
France	57	.....	— 57	1,000	.....	— 1,000

Copper Manufactures, N.O.D.

Country of Origin.	Value. 1913.	Value. 1919.	Decbrease or Increase.
Total for the Union	$31,900	$41,475	+$ 9,575
Canada	.....	1,830	+ 1,830
United States	175	6,625	+ 6,450
United Kingdom	28,375	9,330	+ 17,045
Germany	2,700	.....	— 2,700
Belgium	1,675	.....	— 1,675
Holland	175	1,070	+ 895
Japan	.....	22,375	+ 22,375

Lead Pipes and Piping.

Country of Origin.	Quantity. 1913. Cwt.	Quantity. 1919. Cwt.	Decrease or Increase. Cwt.	Value. 1913. $	Value. 1919. $	Decrease or Increase. $
Total for the Union	3,468	401	—3,067	17,791	4,175	—13,620
Canada	.....	.....	.....	.....	.....	—
United States	.....	9	+ 9	.....	90	+ 90
United Kingdom	3,351	327	—3,024	17,075	3,400	—13,675
Australia	102	65	— 37	570	640	+ 70

Canada's only shipment under this heading was in 1918, 39 cwts. valued at $560. There will be a larger demand for piping of this nature on account of municipal water schemes which it is expected will be under way not later than next year.

Lead—Pig and Sheet.

Country of Origin.	Quantity. 1913. Cwt.	Quantity. 1919. Cwt.	Decrease. or Increase. Cwt.	Value. 1913. $	Value. 1919. $	Decrease. or Increase. $
Total for the Union	19,159	10,256	— 8,903	91,800	92,800	+ 1,000
Canada	.....	.....	.....	.....	.....	—
United States	.....	1,726	+ 1,726	.....	19,475	—19,475
United Kingdom	16,427	3,396	—12,851	79,500	27,250	—51,250
Australia	2,701	5,044	+ 2,340	12,200	45,700	+33,500
New Zealand	.....	90	+ 90	.....	810	+ 810

The year 1918 shows a shipment from Canada of 189 cwts. valued at $2,640. This is the only year that Canada shipped.

In lead, foil and acetate, the records I have are from the year 1916 only, so these are submitted in the next table compared with last year's trade.

Country of Origin.	Quantity. 1916. Cwt.	Quantity. 1919. Cwt.	Decrease or Increase. Cwt.	Value. 1916 $	Value. 1919. $	Decrease or Increase. $
Total for the Union	8,788	2,751	—6,037	96,825	49,250	—47,575
Canada	.....	.....	.....	.....	.....	—
United States	3,434	2,379	—1,055	44,700	44,670	— 30
United Kingdom	5,354	372	—4,982	47,175	4,580	—42,595

In the year 1918, India shipped 650 cwts. and Ceylon 400 cwts.

Solder.

Country of Origin.	Quantity. 1913. Cwt.	Quantity. 1919. Cwt.	Decrease or Increase. Cwt.	Value. 1913. $	Value. 1919. $	Decrease or Increase. $
Total for the Union	3,227	837	—2,390	72,800	26,885	—46,115
Canada	.....	.....	.....	.....	.....	—
United States	30	31	+ 1	345	1,610	+ 1,265
United Kingdom	3,191	801	—2,390	72,340	24,840	—46,500
Australia	.....	5	+ 5	.....	200	+ 200

In 1917 and 1918 Canada shipped respectively 120 cwts. and 40 cwts. In the year 1918, Australia shipped to a value of $18,475 for 674 cwts.

Zinc—Unmanufactured.

Country of Origin.	Quantity. 1913. Cwt.	Quantity. 1919. Cwt.	Decrease or Increase. Cwt.	Value. 1913. $	Value. 1919. $	Decrease or Increase. $
Total for the Union	93,099	48,495	—44,604	610,000	857,150	+247,150
Canada	.....	.....	.....	.....	.....	—
United States	.....	25,109	+25,109	.....	433,720	+433,720
United Kingdom	1,098	472	— 626	9,500	10,070	+ 570
Germany	82,821	.....	—82,821	569,000	.....	—569,000
Belgium	9,070	342	— 8,728	59,000	4,580	— 54,420
Australia	.....	22,561	+22,561	.....	408,500	+408,500

The first year of the war, the United States came in and supplied the mines with 41,249 cwts.; her biggest shipment in any previous year was 240 cwts. This was followed by 71,997 cwts. in 1915 and 99,174 cwts. in 1916. Since then her shipments have dropped each year, while Australia, which came in with 2,000 cwts. in 1914, has increased up to last year's figures shewn in the above table.

Electrical Material—Cable and Wire.

Country of Origin.	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for the Union	$1,225,000	$1,327,850	+$102,850
Canada	.....	11,285	+ 11,285
United States	24,000	323,800	+ 299,800
United Kingdom	832,000	884,875	+ 52,875
Germany	340,000	.....	— 340,000
Japan	.....	119,800	+ 119,800
China	.....	6,150	+ 6,150
Italy	.....	1,250	+ 1,250

In addition to the above, the South African Government Stores imported to a value of $330,000 in 1913, and last year $485,200. Last year's supply to the Government Stores came from the United Kingdom and the United States, the latter shipping to a value of $76,200 and the balance from the United Kingdom.

Canada came in on supply to Government Stores in 1918, shipping cable to a value of $14,200.

Electrical Machinery.

Country of Origin.	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for the Union	$2,144,000	$880,000	—$1,263,400
Canada	35	5	— 30
United States	243,000	572,800	+ 329,800
United Kingdom	670,000	305,600	— 364,400
Germany	1,200,000	.....	— 1,200,000
Sweden	11,000	890	— 10,110
Switzerland	7,400	1,800	— 5,600
Denmark	3,400	.....	— 3,400

Electric motors and transformers are included in the figures for 1913, but are shown as a separate entry for 1919.

The total value of transformers imported last year was $83,100. The United States shipped $60,270, the United Kingdom $22,625, France $170 and Sweden $25.

Electric motors imported last year totalled 15,023 kilowatts valued at $443,900. From the United States there were 6,768 kilowatts valued at $220,350, the United Kingdom 8,202 kilowatts valued at $339,400, from Sweden 82 kilowatts valued at $3,840 and from Japan 1 kilowatt valued at $117.

The year 1920 and for some years to come there should be a big import of electrical machinery for renewal purposes, the new industries and mining developments.

Electrical Material—Fittings and Post and N.O.D.

Country of Origin.	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for the Union	$1,295,000	$952,725	—$342,275
Canada	320	2,390	+ 2,070
United States	143,000	312,100	+ 169,000
United Kingdom	750,000	584,000	— 166,000
Germany	315,000	365	— 314,635
Holland	14,000	2,410	— 11,590
Belgium	13,200	.....	— 13,200
Sweden	9,000	1,170	— 7,800
France	7,500	545	— 6,955
Austria-Hungary	6,000	.....	— 6,000
Japan	.....	45,200	+ 45,200

The year 1913 figures shown in the above table include batteries, primary, secondary, heating and cooking apparatus, insulators, porcelain and other, incandescent lamps. These are now separate entries and will be reviewed further on in this report.

It may be well to submit certain facts with imports from Holland since 1913. Imports from Holland under this heading increased to $52,200 in 1915, to $106,000 in 1916, to 117,000 in 1917, and in 1918 to $462,000. It would seem that most of this increased import was on incandescent lamps, as we find in the separate entry for 1919, that Holland's imports under that heading are for a value of $136,900.

Batteries, Primary.—The total import of these batteries in 1919 was to a value of $85,225, of which $75,050 came from the United States, the United Kingdom $11,270, Japan $1,510 and Holland $425.

Batteries, Secondary.—These imports last year were to a value of $308,775. The United States share of this was $265,500, the United Kingdom $143,225 and $50 came from Japan.

Electrical and Heating Apparatus.—The imports under this entry total in value $115,125, of which the United States shipped $66,625, the United Kingdom $48,425, and five dollars from Japan. There would seem to be no doubt about an increased use of these articles from next year onwards. The municipalities are organizing for this purpose, but it will be well into next year before most of them are ready to solicit customers for the sale of power.

Insulators, Porcelain.—This entry was shown separately for the first time in 1918, when the total value was $8,825. Last year's total increased to $19,550. Last year's imports are—From Canada $175, United States $615, United Kingdom $17,980, and Japan $785. In addition the South African Government Stores imported to a value of $17,200, all from the United Kingdom.

Insulators, all other.—The total imports in 1918 were valued at $2,220, which decreased to $1,580 last year. Last year's imports were from the United States $1,170, the United Kingdom $410.

Electrical Lamps, Incandescent.—Last year's imports of these lamps were valued at $457,925; they were imported as follows: From Canada $100, the United States $230,950, the United Kingdom $79,200, Holland $136,900, Japan $9,325, and Switzerland $1,390.

Telephone and Telegraph Material.

Country of Origin	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for the Union	$85,000	$81,600	—$ 3,400
Canada	.....	.....	—
United States	6,400	36,575	+ 30,175
United Kingdom	46,800	37,420	— 7,380
Sweden	15,600	7,425	— 8,175
France	8,000	.....	— 8,000
Germany	5,400	.....	— 5,400
Belgium	4,200	.....	— 4,200

The imports for South African Government Stores in 1913 were to a value of £155,000. This does not include cable and wire. Last year's imports for Government Stores were £380,100; of this the United States shipped £47,200, the United Kingdom £284,750, and Sweden £43,150.

Suggestions to Manufacturers and Shippers.

From the year 1913, after a careful investigation and study of the possibilities for Canadian trade in South Africa, we have constantly in *Weekly Bulletin* and general correspondence kept before the Canadian public interested in the possibilities of export, the fact that there was a big trade in sight if a real effort were made. We have pointed out that the effort should consist first of an individual or group representation, secondly a determination to always carry on by allotting a portion of the output to export, no matter what the passing phases of the home market were.

Several firms have seen their way clear to follow this course and the results are remarkable as shown in these three sections reviewing the imports of iron and steel and manufactures of same, with other metal goods.

The export or indent houses for Canadian goods which we advocated as necessary, are now in evidence in good numbers. In some cases these institutions are very useful as agents in overseas markets, but their real purpose should be to strengthen Canadian export endeavour by organizing for a canvass of overseas trade, showing the overseas importers their ability to handle all indents for Canadian goods, whether sold through the medium of their organization or not.

The suggestions are: Secure representation and come after trade in South Africa, which is strong for Canada; show your samples, quote your prices. If the position is such that you cannot send your own representative, see if co-operation with manufacturers of kindred lines will enable a group to send a representative from Canada, who knows the factory conditions of each line he represents, and if this cannot be done, send to this office just such information as you would yourselves require under similar circumstances and we will secure a representative for you.

Be sure to state the commission you will pay a representative, and see that the commission is included in the price you quote, and be sure to quote at least f.o.b. Canadian ports. If you quote c.i.f. South African ports, you increase your chances of doing business. Commission allowed to representatives is of course less ocean freight charges when the c.i.f South African port price is quoted.

South African importers are anxious to purchase their North American requirements from Canada, but if Canadian manufacturers and shippers expect to secure this trade, they must come after it, just as they go after their home business, with values as good as their competitors, remembering always that for the overseas trade they are competing with manufacturers from every part of the world.

FACTORIES AND PRODUCTIVE INDUSTRIES IN SOUTH AFRICA.

Trade Commissioner W. J. Egan.

Cape Town, June 7, 1920.—In the review of imports into South Africa, the section dealing with iron and steel, published in *Weekly Bulletin* No. 860, refers to certain developments in the Union as regards the production of iron and steel, also the greater use of same owing to mining extension and increase of engineering plants.

This report will first deal with industries in South Africa, connected with metals, engineering, machinery and the vehicle trade, in so far as it uses metals of several kinds. Some data in reference to certain departments in connection with the Railway Administration will also be submitted.

These facts in connection with others already submitted in the three sections dealing with imports of iron and steel into South Africa, should prove of interest to Canadian manufacturers and shippers in this trade.

ENGINEERING WORKS, FOUNDRIES, AND BLACKSMITHS' SHOPS.

Such plants and shops as may be covered under the heading of Engineering Works, Foundries and Blacksmiths' Shops, have increased in number and output since 1915. It is impossible to state the increase to the end of 1919, but from 1915 to June 1918 these establishments within the Union increased from 349 to 493. The horse-power of engines and motors increased from 29,724 to 39,652, and value of plant, machinery and tools from $7,038,000 to $9,800,600. The value of materials used in the year 1915 was $16,781,000, of which $283,000 was of South African origin; the balance was imported. In 1918 the total value of material used was $19,802,000, of which $1,150,200 was of South African origin, showing a gain in production within the Union for such establishments of $867,200.

The value of articles manufactured and work done in the year 1915 was $34,561,500, and in 1918 the value was $43,918,000. The number of employees increased from 21,597 to 28,504.

The two outstanding features are, first, South Africa's development in supply of material, and secondly, the market there is in sight as these 493 establishments consumed in the year 1918, imports to a value of $18,651,800.

GALVANIZED WARE, TINWARE AND STEEL TRUNK FACTORIES.

The materials used in these plants during 1918 cost $991,900, of which only $12,875 was of South African origin, the balance was imported. The principal materials used were: sheet tin, 2,735 tons; which cost $461,425; corrugated iron, 287 tons, which cost $79,700; sheet iron, 796 tons, which cost $191,400; block tin, 181 tons, which cost $139,900; and smaller quantities such articles as copper sheet, brass sheet, solder, tinman's wire, tinman's rivets, brass fittings, etc.

The articles produced were: tanks, 4,044, valued at $16,325; baths, 3,700, valued at $15,360; steel trunks, 5,629, valued at $58,500; galvanized ware, valued at $223,100; tinware valued at $935,300; and other articles to a value of $386,475. The total value of articles manufactured and work done was $1,811,500.

The number of establishments of this kind in 1915 was 40, and in 1918 there were 51 employing 1,185 hands. The horse-power of engines and motors in service increased from 321 in 1915 to 450 in 1918.

CYCLE AND MOTOR REPAIRING WORKS.

The number of establishments in this class of work increased from 97 in 1915 to 264 in 1918. This increase alone is a clear indication of the market in South Africa for bicycles and motor cars of all kinds. The total value of materials used increased from $138,275 in 1915 to $386,200 in 1918; of the latter total only $11,400

was of South African origin. The total value of articles manufactured and work done in 1918 was $1,942,600, which really means an added value of $1,554,400 for 264 establishments employing 1,879 hands.

In the coach wagon works, which number 318 throughout the Union, there was used $525,825 of imported metal material.

RAILWAY WORKSHOPS.

There are seven engineering workshops under the Railway Administration; the employees number 6,319. The value of materials used by these seven shops was $6,094,000, and the value of articles produced and work done $12,367,500.

The locomotive depot workshops number thirty employing 1,526 hands, who produced in value of work done or articles manufactured $2,409,000 from material costing $1,040,000.

The railway foundries number seven, in which there are 356 employees, who with materials costing $750,000 produced $1,084,000.

The maintenance workshops which use iron and steel and manufactures of in big quantities, number seventeen, employing 3,169 people. The value of materials used was $1,637,000 while the work done and the articles produced were valued at $3,219,000.

Particulars in reference to other industries within the Union will be submitted at a later date, but in view of a statement published some time ago in Canadian newspapers to the effect that South Africa is not a manufacturing country and has no intention of manufacturing in the future, it may be well to again submit a comparative statement on South African Factories and Productive Industries.

The following statement will show the development within the Union up to 1915 and the progress from that year up to June, 1918. It may be well to state that this statement excludes mining and quarrying.

COMPARATIVE STATEMENT OF INDUSTRIAL DEVELOPMENT.

	Year. 1915.	Year. 1918.	Increase. per cent.
Number of establishments	3,908	5,918	51.40
Value of land and buildings	$57,402,000	$74,252,000	29.35
Value of machinery, plant and tools	$76,914,000	$97,011,000	26.00
Number of employees	101,178	134,211	32.60
Salaries and wages paid	$43,450,000	$60,610,000	39.49
Horse-power of engines and motors, horse-power	417,942	593,489	42.00
Value of material used—			
South African	$ 48,870,500	$ 86,941,000	78.77
Other	$36,627,000	$48,168,000	31.50
Total	$197,120,000	$296,433,000	45.30
Value added to materials by process of manufacture or treatment	$88,331,000	$129,473,000	46.57

The opinion expressed by dealers, large and small, engineers and other interested parties and officials, is that the requirements in South Africa of iron and steel and its manufactures of, is sure to be a very considerable increase on the pre-war figures. Owing to the difficulty of importing during the war everything in the shape of old stock has been cleared out, and in machinery of all kinds, owing to pressure of work and limited renewal of parts, a great deal of it is ready for discard.

A great deal of work has of necessity been postponed, so taking all facts into consideration there is no doubt of South Africa being a big market for a number of years, no matter what developments take place here in the production of iron and steel.

TRADING WITH GREECE.

Trade Commissioner W. McL. Clarke.

IV.

Facts About Agriculture.—*Continued.*

THE OLIVE CULTIVATION.

The olive is the national tree of Greece and is said to have been brought from Egypt to Athens by its founder, Cicrops, who had learned to extract the oil from the fruit. The Turks destroyed utterly the old olive plantations, but to-day the olive trees extend over an area of 350,000 hectares (717,500 acres) and are found in practically all parts of Greece except Thessaly. The production in 1911 amounted to 64,438,000 okes (180,426,400 lbs.) valued at 66,011,500 dr., while the olives devoted to eating purposes totalled 29,852,300 okes (83,586,440 lbs.) valued at 11,087,500 dr. From old Greece in 1916 were derived 42,103,707 okes (117,890,379 lbs.) of oil and from New Greece 38,928,492 okes (108,999,777 lbs.). The figures for 1917 were 28,164,584 okes (78,860,835 lbs.) and 18,847,317 okes (52,772,487 lbs.) respectively, that is, a total of 47,011,901 okes for 1917 (131,633,322 lbs.) as compared with 81,032,-199 okes for 1916 (226,890,157 lbs.). The Ministry of Agriculture estimated the 1918 crop at 81,500,000 okes (228,200,000 lbs.) valued at 200,000,000 dr. Generally speaking, two out of every five crops are superior, and thus the production of oil varies from year to year. The best quality of oil comes from the Ionian Islands, especially from the Island of Paxos. Corfu is responsible in a normal year for about half of the olive oil production. The second quality oil is extracted from the olives grown in the Peloponnessus an Eubea, while the third quality, viz., that used for lighting and lubricating purposes, comes from Pelion. Altogether there are thirty different varieties of olives cultivated in Greece.

The black olive for table consumption is classed according to place of origin as follows: (1) the Pelion-Volo olive, (2) the Amphissa olive, and (3) the Calamata olive. Olive No. 1 is large, round, black, weighs about 10 grammes and is mostly exported to America, Egypt and Tunis. The yearly production averages about 1,100,-000 lbs. No. 2 variety is large, round, black, wrinkled, and weighs about 10 grammes. Yearly production is about 11,000,000 lbs. No. 3 or the Calamata olive is of average size, black, long, and weighs about 5 grammes. The average crop is about 330,000 lbs.

Greece also produces considerable quantities of green olives which, soaked in brine, are among the principal foods of the peasants. The Greek eating olive is on the whole of secondary quality and is largely consumed in the country.

The exports of olives from Old Greece amounted to 7,200 tons in 1911, 8,200 tons in 1912, and 4,900 tons in 1913. The principal countries of destination were the United States (some 3,310 tons in 1911), Egypt (1,220 tons), Russia (800 tons), Turkey (700 tons) and Roumania (480 tons). In 1915 the exports from Old Greece amounted to 7,300 tons, two-thirds of which went to America and Egypt. From New Greece the quantities exported in 1915 amounted to 616 tons.

EXPORTS OF OLIVES TO CANADA.

In 1913 and 1914 the largest quantities of olives in brine imported into Canada were obtained from Greece. The figures for the following years with declining grand totals of imports are, however, much lower. The following table will illustrate the imports of olives in brine into Canada during the past six years:—

Countries of Origin.	1913. Gal.	1914. Gal.	1915. Gal.	1916. Gal.	1917. Gal.	1918.
United Kingdom	7,293	560	.....	1,205	.....	342
Hong Kong..	129	455	936	898	1,133	1,231
China	127	208	38	8	—	—
France	68	1,610	95	10	—	—
Greece	54,987	29,263	12,996	8,814	2,990	—
Italy	5,549	1,131	48	.....	550	—
Japan	66	16	—	—	—	—
Spain	22,898	9,790	24,490	557	3,564	5,395
Turkey	786	480	.....	90	—	—
United States..	39,724	25,746	19,147	30,070	29,100	12,435
Total	131,627	69,259	57,750	41,652	37,337	19,403

The olive oil exports of Greece will be treated under the heading of Greek Industries.

COTTON GROWING.

The cultivation of the cotton plant in Greece, where climatic and soil conditions are considered suitable to successful growing, goes back to 1862 and shows considerable development during the 50-year period. Both Egyptian and American cotton seed have been introduced into Greece with considerable success. Particularly is the cotton growing in Thessaly important, while the Departments of Boeotia, Dodi, Phtiotide and Attica yield smaller quantities. The table which follows shows the production of cotton in Old Greece for the four years, 1911-14-15-16, together with the area cultivated and value of the crop:—

Years.	Surface in acres.	Production in pounds. (0.000's omitted).	Value in drachmas. (00.000's omitted)
1911..	22,605	19,88	3.6
1914..	20,188	17,92	3.6
1915..	19,091	13,16	3.3
1916..	16,319	10,08	5.4

The production of cotton in New Greece during the year 1914 amounted to 2,191,949 okes (6,137,457 lbs.), valued at 1,145,368 dr. The area under cotton in these provinces amounted to 40,085 stremmas (10,021 acres).

SILK PRODUCTION.

At one time the production of the silk cocoons was an important part of Greek agriculture and some 5,500,000 lbs. were gathered annually. But this yield of fifty years ago has gradually fallen off till the present production hardly exceeds 1,500,000 lbs. Many of the once mulberry tree growers, discouraged by the appearance of disease which attacked the silk worms and by the competition from abroad, gave up sericulture for the cultivation of tobacco and cereals. To-day Laconia, Lacedemonia, Agia and Messinia are the principal centres of cultivation. The cocoons of the Peloponnesus are both white and yellow and sometimes of excellent quality. Nevertheless of the 30,000 ounces of silk worm grains used by Greece more than a half are imported.

FRUIT TREES.

The soil and climate of Greece lend themselves to the cultivation of fruit trees, especially the citrous fruits and figs. Pears, apples, almonds, walnuts, chestnuts, hazelnuts and carobs are also gathered in various parts of the Kingdom. In 1911 there were estimated to be seven million fruit trees in Old Greece and although similar statistics are lacking for New Greece these parts also have a large number of fruit trees. The table which follows shows the principal fruit products for Old and New Greece during 1916, the last year to which official statistics may be applied:—

Kind of Trees.	Old Greece. Okes.	New Greece. Okes. (1 oke=2.8 lbs.).	Total. Okes.
The citrous fruits	30,628,408	1,387,570	32,015,978
Oranges	8,123,428	16,401,602	24,525,030
Mandarins	2,987,653	9,707,859	12,695,512
Citrons	420,185	1,293,005	1,713,190
Pears	4,573,923	2,988,454	7,562,377
Apples	3,472,649	547,796	4,020,445
Almonds	1,255,201	2,347,738	3,602,939
Figs	6,803,377	1,083,897	7,887,274
Nuts (walnuts)	2,444,430	303,311	2,747,741
Chestnuts	1,938,885	548,583	2,487,468
Hazelnuts	171,178	19,680	190,858
Acorns	5,579,160	1,211,036	6,790,196
Carobs	2,126,370	15,167,954	17,294,324

CITROUS FRUITS.

The Grecian oranges come principally from the Aegean Islands (10,659,740 okes in 1916=29,847,272 lbs.), Crete (5,534,212 okes in 1916=15,495,793 lbs.), the Peloponnesus (5,046,827 okes in 1916=14,131,115 lbs.), the Ionian Islands (1,573,761 okes in 1916=4,406,530 lbs.) and Central Greece (735,710 okes in 1916=2,059,988 lbs).

The principal lemon-producing areas were for 1916 as follows: the Peloponnesus (24,532,086 okes=68,689,840 lbs.), Central Greece and Euboea (2,800,360 okes=7,841,008 lbs.), the Cyclades Islands (2,177,300 okes=6,096,450 lbs.), the Ionian Islands (1,095,212 okes=3,066,593 lbs.), and Crete (619,445 okes=1,734,446 lbs.

Mandarins are principally grown in Crete (5,496,069 okes in 1916=15,388,993 lbs.), the Aegean Islands (4,206,090 okes=11,777,052 lbs.) in 1916, and in the Peloponnesus (2,466,234 okes in 1916=6,905,455 lbs.).

Citrons are chiefly raised in Crete (1,172,765 okes in 1916=3,283,742 lbs.), in Epirus (117,950 okes in 1916=330,260 lbs.), and in the Peloponnesus (263,060 okes in 1916=736,568 lbs.).

THE FIG TREE.

The best-known Greek figs come from Calamata in the Peloponnesus, which department of Greece produced in 1916, 5,222,632 okes (14,623,369 lbs.). The Aegean Islands were the second producing area (797,781 okes or 2,233,786 lbs.), after which came the Cyclades Islands (679,100 okes=1,901,480 lbs.), Thessaly and Arta (532,650 okes=1,491,420 lbs.), Central Greece (361,395 okes=1,011,906 lbs.), and Crete (254,696 okes=713,148 lbs.).

NUTS.

The following tables show the leading producing centres of almonds, walnuts chestnuts and hazelnuts for the year 1916 with quantity produced:—

Departments.	Almonds. Okes.	Walnuts. Okes.	Chestnuts. Okes.	Hazelnuts. Okes.
Crete	1,748,539	104,921	349,463	—
Aegean Islands	525,235	.....	.....	—
Pelopennesus	479,068	334,265	458,530	—
Central Greece and Eubea.	368,660	1,870,965	372,955	—
Ionian Islands	190,064	.....	.....	—
Thessaly and Arta	.....	173,315	1,092,850	165,800
Epirus	.....	138,772	.....	19,450

OTHER FRUITS.

Detailed statistics follow showing the principal Grecian areas producing apples, pears, carobs, and acorns in 1916 together with quantities grown:—

Departments.	Apples. Okes.	Pears. Okes.	Carobs. Okes.	Acorns. Okes.
Arta and Thessaly	2,941,000	.....	.....	—
Crete	235,526	2,131,508	14,061,924	378,896
Peloponnesus	203,448	2,922,286	1,919,620	2,222,080
Central Greece and Eubea.	.....	942,110	.....	2,900,080
Aegean Islands	.....	676,616	1,103,030	752,440
Thessaly and Arta	.....	482,700	.....	—

FRUIT EXPORTS FROM GREECE.

The only year for which complete Government statistics are available for both Old and New Greece is that of 1914. In that year Old Greece exported 460,333 okes (1,288,932 lbs.) of oranges, lemons, mandarins and citrons, the principal countries of consignment being Turkey, England, United States, Italy and Germany. From New Greece were exported in 1914, 1,668,193 okes (4,670,940 lbs.) of citrous fruits altogether, Crete being the principal source of supply and Germany, Serbia, United States and Great Britain being the principal consuming countries. The total exportation for the year 1914 was therefore 2,128,526 okes (5,959,872 lbs.).

The figs exported from Old Greece in 1914 amounted to 161,933 quintals and from New Greece 6,533 okes (18,292 lbs.). Italy and the United States were the chief countries of destination.

The fresh table fruits exported totalled 1,522,799 okes (4,263,757 lbs.) from the whole of Greece during 1914, Serbia taking over two-thirds of the total exports.

Old Greece contributed 67,245 okes (188,286 lbs.) to the exportation of dried table fruits in 1914 and New Greece 6,996,148 okes (19,589,214 lbs.). Italy, France and Russia were the principal buyers of this total of 7,063,393 okes (19,777,500 lbs.).

IMPORTS OF GREEK FRUITS INTO CANADA.

The table shown hereunder illustrates the kinds of fruit imported from Greece into Canada during the six-year period of 1913-18 with the exception of currants, raisins and olives, the figures for which have already been given. Comparative imports from other sources are also added:—

Figs.

Countries of Origin.	1913. Lb.	1914. Lb.	1915. Lb.	1916. Lb.	1917. Lb.	1918. Lb.
United Kingdom	317,176	245,795	158,709	33,624	2,616	—
British West Indies	.....	1,323	123	.....	.....	—
Hong Kong	.....	266	160	190	150	400
China	.....	30	25	90	.....	—
France	33,103	5,930	7,308	.....	.....	—
Cuba	.....	.....	.....	.....	.....	2,500
Greece	211,017	61,255	1,928	28,432	.....	—
Italy	5,758	19,250	.....	.....	.....	—
Japan	.....	.....	.....	48	.....	—
Portugal	834,312	377,182	347,637	347,800	1,558,355	380,948
Spain	210,503	83,715	51,218	183,129	305,844	51,620
Turkey	1,768,397	1,297,003	1,317,816	320	.....	—
United States	1,041,028	1,185,701	1,394,498	1,147,838	2,456,732	1,754,848
Total	4,421,294	3,277,450	3,279,422	1,741,471	4,323,697	2,190,316

Total Dried Fruits.

United Kingdom	1,125,642	1,834,716	807,403	415,748	661,615	8,572
British East Indies	.....	.....	.....	.....	.....	—
Straits Settlements	.....	.....	.....	.....	403	—
British Oceania	.....	.....	.....	.....	.....	—
Australia	157,560	290,976	351,618	11,200	1,199,520	1,632,276
British West Indies	300	14,855	97,246	762	220	—
Hong Kong	126,287	158,440	120,962	154,547	163,612	151,771
Austria-Hungary	64,113	162,376	113,176	.....	.....	—
Newfoundland	.....	.....	.....	.....	.....	68
Belgium	.....	10	.....	.....	.....	—
Chile	.....	.....	1,200	.....	.....	—
China	35,536	29,685	19,340	16,684	2,284	866
France	84,848	95,661	79,079	21,643	22,413	—
Cuba	.....	.....	.....	.....	.....	2,500
French Africa	.....	2,500	.....	.....	.....	—
Germany	.....	50	25	.....	.....	—
Greece	10,167,455	8,526,273	8,067,807	5,608,867	1,635,606	88,571
Italy	253,068	191,148	.....	.....	23,236	—

Total Dried Fruits.—Concluded.

Countries of Origin.	1913. Lb.	1914. Lb.	1915. Lb.	1916. Lb.	1917. Lb.	1918. Lb.
Japan	14,333	104,309	8,275	13,600	17,780	34,428
Netherlands	39,228	9,880	.....	.....	.....	—
Persia	.....	.....	.....	1,863	.....	—
Portugal	834,312	379,982	347,637	347,800	1,558,355	380,948
Spain	5,053,430	7,434,437	4,179,003	675,860	1,148,503	241,530
Turkey	3,042,388	3,262,041	2,939,895	2,671	.....	—
United States	38,855,742	32,612,323	35,388,419	48,977,680	55,320,689	58,912,658
Total	59,854,242	55,109,662	52,521,085	56,248,925	61,754,236	61,454,188

Almonds not Shelled.

United Kingdom	28,570	6,038	5,497	.....	24,372	—
Hong Kong	716	677	.....	364	333	464
China	188	110	59	.....	.....	—
France	239,848	130,239	29,408	102,552	.....	44,539
Greece	4,353	.....	.....	.....	.....	—
Italy	220	110	6,840	.....	6,600	—
Japan	510	.....	.....	.....	.....	—
Portugal	.....	.....	.....	.....	827	—
Spain	373,401	401,904	330,666	309,106	295,789	299,395
Turkey	5,050	.....	.....	.....	.....	—
United States	238,379	145,567	260,154	255,819	336,720	459,969
	891,235	684,645	632,615	668,841	733,155	804,367

Almonds Shelled.

United Kingdom	81,979	88,804	88,019	58,788	74,106	21,908
Hong Kong	5,249	3,069	2,501	2,155	3,165	8,855
China	86	546	107	418	7	—
France	164,408	67,139	52,708	71,707	46,721	1,215
Greece	.....	7,522	.....	2,702	.....	—
Italy	79,198	19,353	26,222	51,444	99,580	144,699
Japan	.....	1,750	.....	.....	.....	280
Morocco	.....	.....	.....	.....	6,588	4,390
Persia	.....	4,364	.....	.....	.....	—
Portugal	.....	.....	.....	.....	11,072	40,600
Spain	868,783	767,928	581,721	499,839	829,382	606,505
Turkey	215	22,169	.....	.....	.....	—
United States	52,405	43,553	80,649	200,746	188,125	386,130
Total	1,252,323	1,026,197	831,927	887,799	1,258,746	1,214,582

Total Nuts.

United Kingdom	689,633	917,659	639,235	297,470	305,352	67,100
British Africa East	.....	21,291	.....	.....	.....	—
British Africa West	.....	70,933	.....	.....	.....	—
British East Indies—						
India	5,430	18,869	36,498	7,704	5,500	—
Straits Settlements	.....	.....	.....	.....	.....	—
Other	48,420	.....	10,208	.....	.....	—
British West Indies	566	2,402	1,078	979	410	—
Hong Kong	130,713	156,711	222,019	71,684	148,777	142,191
Austria-Hungary	22,046	21,571	7,215	.....	.....	—
Belgium	4,135	.....	.....	.....	.....	—
Brazil	59,626	139	1,570	.....	.....	—
China	86,161	155,216	233,139	131,476	132,681	330,167
Denmark	.....	90	.....	.....	.....	—
France	3,232,488	4,459,837	2,438,310	1,895,473	2,334,203	1,274,614
Germany	33,230	29,341	2,595	.....	.....	—
Greece	11,129	7,522	1,624	2,702	1,210	—
Italy	545,119	994,933	597,557	516,545	630,380	494,854
Japan	883,977	1,558,966	1,281,445	1,663,194	1,542,862	2,122,820
Korea	.....	.....	.....	3,000	.....	—
Morocco	.....	.....	.....	.....	6,588	4,390
Netherlands	333,062	207,945	267,798	15,941	.....	—

Total Nuts.—Concluded.

Countries of Origin.	1913. Lb.	1914. Lb.	1915. Lb.	1916. Lb.	1917. Lb.	1918. Lb.
Dutch East Indies	837,744	680,198	709,187	204,462	14,930	—
Dutch Guiana	.....	.....	26,499	.....	.....	—
Persia	.....	4,594	.....	.....	.....	—
Portugal	.....	.....	.....	.....	11,899	40,606
Spain	1,891,882	1,875,996	1,589,676	980,214	1,567,852	1,584,180
Turkey	133,081	81,398	37,111	.....	.....	—
United States	9,286,352	8,303,790	9,138,936	10,527,498	14,611,213	16,434,309
Total	18,234,794	19,568,801	17,241,610	16,318,342	21,313,857	22,495,225

POTATO PLANT.

Yet another agricultural product of Greece which merits attention is the potato plant. Whereas only 48,500,000 stremmatas (12,125,000 acres) were sown with potatoes in Old Greece during 1911, the area planted in 1916 was 98,100,000 stremmatas (24,525,000 acres). The production, moreover, increased from 21,700,000 okes (60,760,000 lbs.) in 1911 to 26,200,000 okes (73,360,000 lbs.) in 1916. In the new provinces during 1916 some 60,736 stremmatas (15,184 acres) were under potato cultivation yielding 5,887,207 okes (16,484,179 lbs.), which was, however, only one-half of the production of 1915, viz., 10,658,810 okes (29,844,668 lbs.). The home-grown potatoes do not suffice the local demand, however, and in 1914 it was necessary to import 918,271 okes (2,571,157 lbs.), the greater part of which come from Siberia.

HONEY.

The honey of Greece is a characteristic product; that from Mount Hymettus still retaining the fame of classical days. In 1916 Old Greece produced 503,398 okes (1,409,514 lbs.) of honey and 53,975 okes (151,130 lbs.) of beeswax. New Greece in that year was responsible for 195,237 okes (546,663 lbs.) of honey and 25,906 okes (72,536 lbs.) of wax. Old and New Greece together in 1914 exported 56,747 tons of honey, the shipments going chiefly to Egypt, Germany and the United States.

LICORICE ROOT.

Greece is also a grower of licorice root and has begun to build up an export trade in this product. In 1916 the United States took 4,692,543 pounds, and in 1918, 4,813,640 lbs. The total exports for 1914 were 2,391,000 pounds.

OPIUM.

The cultivation of the poppy for opium manufacture was introduced some years ago into New Greece by the Turks. The crop in Greek Macedonia, which is of good quality, yielding some 13 per cent morphine, was adversely affected by the war, and this year the yield is expected to be well under 10,000 lbs. The yield for 1918 totalled only 4,230 lbs., no appreciable quantity being produced in the Serres and Druma districts which were under Bulgarian occupation. These regions, however, generally produce the bulk of the Greek crop. The exports of opium to the United States for 1917 amounted to 25,435 lbs., as against 2,904 lbs. in 1918.

SUGAR BEETS.

The sugar beet is cultivated in Thessaly, the principal plantation there extending over an area of 750 hectares (1,875 acres) and yielding some 18,500 tons per annum. A refinery is operated in connection with the plantation.

HASHISH.

In Arcadia there is produced annually about 90 tons of hashish, which in accordance with Greek law must all be exported. The principal centres of consumption for the Greek product are Asia Minor and Turkey.

ANIMAL WEALTH.

The extent of pasturage in Greece is estimated at approximately 2,500,000 hectares (6,250,000 acres); and Mr. Tsouderos in his recent work on Greece gives the following table of the kind and number of animals as existing in Old and New Greece:—

	Old Greece.	New Greece.	Total.
Cattle	344,000	350,000	704,000
Sheep and goats	6,841,000	4,174,000	11,015,000
Pigs and hogs	239,000	150,000	389,000
Horses, mules and asses	538,000	264,000	802,000

In addition to the foregoing, it may be mentioned that there are in the whole of Greece, according to Mr. Tsouderos, 5,591,000 domesticated animals, 200,000 rabbits and 562,000 beehives.

The herds are sent to pasture on the mountains in the summer and return in winter to the plains. Cattle rearing is often quite distinct from other kinds of farming in Greece.

As only a limited quantity of livestock for food purposes was imported into Greece during the war—(the supplies came from Abyssinia)—the Greek herds in Greece, especially those of sheep and goats, were becoming depleted owing to excessive demands. The coming of the armistice, however, tended to avert any livestock crisis. In 1913, Old Greece imported live animals to the value of 12,781,915 dr. and in 1914 to the value of 2,178,341 dr. In 1914 the importation of livestock into New Greece amounted to 5,604,688 dr.

TRADING WITH ROUMANIA.

TRADE COMMISSIONER L. D. WILGRESS.

VI.

The Country and Its People.

Greater Roumania, as constituted by the Peace Treaties, is comprised of the Old Roumania of before the war, with its historical subdivisions of Wallachia, Moldavia and Dobrudja; the ancient Austrian principality of Transylvania, together with the neighbouring Hungarian provinces of Maramuresh, Crishiana and Banat (exclusive of Torontol); the former Austrian territory of Bucovina; and the Russian province of Bessarabia.

This territory forms a compact geographical block almost circular in form and inhabited by a population of which over three-fourths are of Roumanian nationality. The area and poulation of the various component parts of Greater Roumania are shown in the following table:—

	Area. Square Miles.	Population.
Old Kingdom	53,222	7,904,104
Transylvania	22,309	2,904,104
Maramuresh	6,258	766,666
Crishiana	8,037	1,316,981
Banat (exclusive of Torontol)	7,143	900,000**
Bucovina	4,030	300,098
Bessarabia	17,142	2,344,800
Total	118,141	16,711,016

** Approximate.

GEOGRAPHICAL FEATURES.

The central part of Greater Roumania consists of the main ridge, plateaus and foothill valleys of the Carpathian mountain system, which at first runs in a northwest to southeast direction until almost oposite the mouth of the Danube it takes a sharp turn to the west and is continued under the name of the Transylvanian Alps. The territory enclosed by this bend in the mountain system is the plateau of Transylvania, which is considered the ancient home of the Roumanian race. Almost encircling the mountain region are the plains of Bessarabia and of the Moldavia plateau, the plains of the Danube and those of Banat and Crishiana. The latter lie to the west of Transylvania and are part of the great plain of Hungary.

The whole of the Delta region of the Danube mouths is in Roumanian territory. The river Danube follows regularly the curve of the Carpathian mountain chain at an average distance of from 60 to 120 miles to the south. Near the point where the city of Galatz stands the river turns sharply to the east and empties its waters into the Black sea. Four-fifths of the total commerce of Roumania passes in normal times by the Danube. The position of Roumania as a geographical appendage of the mouths of the Danube has therefore an important influence on the commerce of the country.

BOUNDARIES.

Roumania has a coast line of over 300 miles on the Black sea. On the northeast the boundary with Russia (Ukraine) follows the river Dniester, while on the south the Danube forms the boundary with Bulgaria and Jugo-Slavia, except that at Silistria the boundary runs from the Danube to the Black sea to form the base of the triangle known as the Dobrudja. This is the new boundary settled after the Second Balkan War in 1913. On the west the boundary of Roumania with Jugo-Slavia and Hungary follows no regular geographical features, while on the north the provinces of Maramuresh and Bucovina are separated from the new countries of Czecho-Slovakia and Poland by a line which crosses the complex mountain mass of the Carpathians.

THE NATURAL RESOURCES OF ROUMANIA.

Greater Roumania is rich in agricultural, mineral, forest and fishery resources. Geographically the country may be divided into mountains, foothills and plains, and this division assists in a comprehension of its varied natural resources. The Carpathian mountain chain extends through Roumania in a great curving arc for a distance of about 800 miles from Bucovina to the Danube. In the north the mountain mass is complex, consisting of parallel ridges and deep valleys. Towards the south the mountains are more regular in form. The highest peaks, which are over 8,000 feet in height, are found in the Southern Carpathians, generally known as the Transylvania Alps.

The mountains of Roumania serve as the collectors of the moisture, snow and rain, required for the fertilization of the lower valleys and plains. The slopes of the mountains are covered with immense forests, which extend up to about 5,500 feet above sea level. On the higher slopes only pines and other coniferous trees are found. Beech forests are frequent at about a height of 3,300 feet, while at the lower levels the forests are mostly composed of trees of the deciduous species such as oak, beech, elm, ash, maple and birch. Above 5,500 feet commences the zone of alpine meadows and rocks. These alpine meadows provide the summer pasturage for large flocks of sheep, cattle and horses. It is stated that before the war about 6,000,000 sheep were driven every spring from the plains of Old Roumania up into the mountains, where they remained until the autumn.

THE FOOTHILLS.

On both sides of the main mountain chain foothill spurs extend in a series of undulations until they gradually merge into the plains. The slopes of these foothills are also covered with forests, chiefly trees of the deciduous species. Rivers cut their way through the foothills to form fertile valleys, which are among the most productive and prosperous districts of Roumania.

The province of Transylvania and Maramuresh are comprised of a hilly plateau region, which includes the western and northern slopes of the main Carpathian chain and the foothills which extend to the great plain of Hungary. These provinces have productive mines of gold, silver, copper and iron, while coal deposits are worked in the Transylvania Alps and in the mountains of the Banat. About 44 per cent of the total area of Transylvania and Maramuresh is covered with forests. Stock raising and sheep farming is one of the chief occupations of the inhabitants. The river valleys are the only level places in those provinces, although north of Brassov there is a wide fertile plateau known as the "Golden Plain."

In Old Roumania the foothill region is most extensive in western Wallachia. Along the valley of the Olt river the foothills extend for about 90 miles from the Carpathians. Further east the hilly region contracts until it is less than 25 miles broad opposite the Danube mouths. The hills range from 600 to 2,300 feet in height, being for the most part lower in Wallachia than in Moldavia.

OIL AND SALT.

It is in the region of the foothills that the rich resources of petroleum and salt are found. The oil field extends along the base of the foothills in eastern Wallachia and Moldavia. The district of Prahova, north of Bucharest, furnishes the bulk of the crude oil produced in Roumania. There are 35,000 acres of known oil lands in Roumania yet to be exploited and about 300,000 acres of probable oil lands not yet explored.

Abundant deposits of pure rock salt are found in several districts along the base of the Carpathians. The most important is that of Ocnele Mari in the valley of the Olt river in Wallachia, while in central Moldavia there is another rich deposit at Targu-Ocna. The only other deposit at present exploited is that of Slanic in the district of Prahova, near the oil fields. Salt is a government monopoly in Roumania and the deposits are worked by the state. The production before the war amounted to approximately 125,000 tons a year.

MOLDAVIA AND BESSARABIA.

The Moldavian plateau is a hilly wooded region of an average height of about 1,000 feet above sea level. It is comprised of a series of terraces with a fertile soil, producing rich crops of corn and other cereals. Moldavia is watered by the rivers Sireth and Pruth, which flow parallel to the Carpathian chain and finally join the Danube near where it enters the Black sea. Bessarabia resembles Moldavia and extends as far as the river Dniester. This territory was one of the richest provinces of Russia in the cultivation of cereals, fruits and wines. Southern Bessarabia, near the Danube delta is, however, an arid and sun-scorched region.

THE PLAINS.

In Wallachia and southern Moldavia the great plains of the Danube slope gradually from the region of the foothills towards the Danube. Large but shallow rivers, such as the Jiu, Olt, Arges and Jalomitza, flow directly across these plains from the mountains to the Danube. This region is the great cereal-producing section of Roumania. The climatic conditions are especially favourable to the cultivation of

wheat, and eight districts of Wallachia along the Danube produce more wheat than all the rest of the old Kingdom. About 62 per cent of the total area of the Wallachian plains is given over to the cultivation of cereals. The widest extent of plain is that between Bucharest and the Danube, a distance of 80 miles This is the great treeless plain of Baragan, the surface of which is covered with a layer of loess. This region, which forty years ago was the grazing ground of large flocks, has with the application of water been made to yield large crops of cereals.

On the west of the Transylvanian plateau, Roumania has another extensive region of fertile plains, given over to cereal cultivation. This is comprised of the rich plains of Crishiana and the Banat, which form the eastern fringe of the great plain of Hungary. These provinces are among the most producive agricultural districts of the former Austro-Hungarian Empire.

THE DANUBE.

The river Danube flows through Roumania for over 600 miles, forming for a considerable distance the southern boundary. The breadth of the river is 500 yards at the Iron Gates, which is the narrowest part. The depth varies considerably according to the season of the year. In the spring it is over 82 feet at the mouths and from 10 to 14 feet where the river borders the plains of Wallachia. The left or Roumanian bank of the river is considerably lower than the right bank on the Bulgarian side. The Roumanians call the low-lying region bordering the river, the "lunca." This explains why none of the large Roumanian towns, with the exception of Galatz and Braila, are situated on the bank of the Danube. The lunca also explains the existence of frequent lakes throughout the course of the Danube. These shallow lakes contain plentiful supplies of fish and with the lagunes of the Dobrudja and the Danube delta comprise one of the important sources of national wealth. There are nearly 2,000,000 acres of fresh water in the old Kingdom in addition to considerable bodies of fresh water in southern Bessarabia. The Roumanian Government has the monopoly of the sale of fish to the consumers and before the war derived an annual revenue from this source of over $500,000. The catch of fish in Old Roumania amounted to from 12,000 to 18,000 tons a year and in Bessarabia to 10,000 tons. The chief kinds of fish caught are the carp, sturgeon, cat-fish and pike. Caviar of various kinds is also prepared to a value before the war of over $80,000.

THE DOBRUDJA.

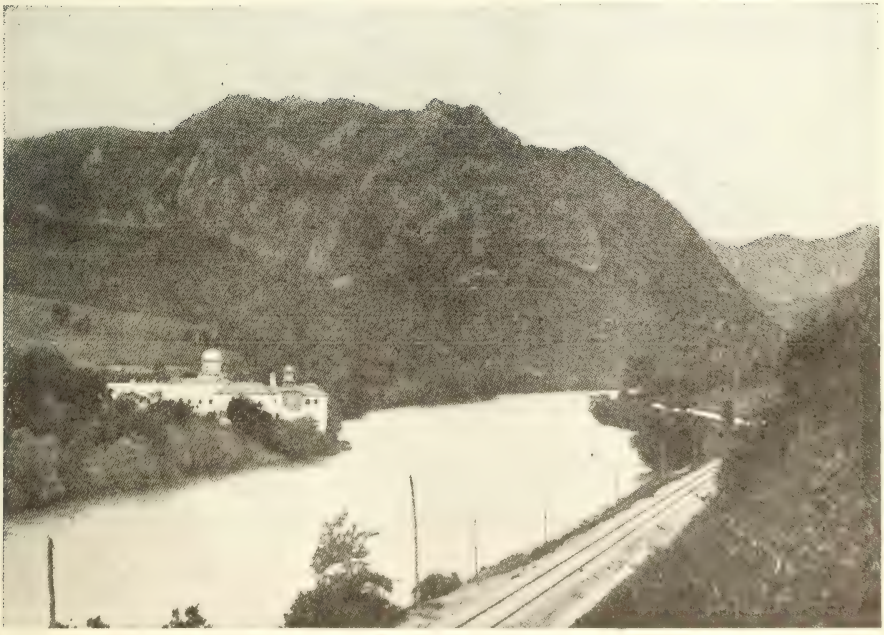
There remains to be considered the territory between the Danube and the Black sea known as the Dobrudja. This is an elevated plateau region of rolling hills. In the northwest there is a district of rocky hills, in part granite, to the east of which is the region of shallow lakes, productive of fish. The southern part of the Dobrudja is very dry, but the surface is covered with a thin layer of loess and when sufficient moisture is obtained, large crops of wheat, corn, barley and flax are raised.

THE CLIMATE.

The climate of Roumania varies in accordance with the different altitudes of the country. The chief characteristics are the extremes of heat and cold and the sudden passage from winter to summer and summer to winter. It has been said that Roumania has no spring. This applies particularly to the old Kingdom and Bessarabia, where in winter cutting winds sweep the country from the Russian plains while the summers are extremely hot. On the Wallachian plains there is a variation of 126 degrees between the temperature of summer and winter (104 degrees in July and 22 in January). The mean annual rainfall for the old Kingdom is 22 inches.



A Village in Moldavia.



Valley of the Olt River, Roumania.

THE POPULATION.

About 13,000,000 of the total population of Greater Roumania are of Roumanian nationality. The population of the old Kingdom is essentially Roumanian, except that the Dobrudja has a mixed population of Roumanians, Bulgars, Turks, Tartars, Germans, Greeks, Jews and Armenians. About four and a half per cent of the total population of the old Kingdom are of the Jewish faith The Jews are found chiefly in the larger towns, especially in Jassy, the former capital of Moldavia. According to the statistics for 1914, the proportion of the total population living in the rural communes was 82 per cent, the town population being 1,399,643. The average density of population in the old Kingdom is 147 per square mile, the most thickly settled districts being on the plains of Wallachia, in the foothill valleys of the Carpathians, especially those of the Prahova and Olt rivers, and on the Moldavian plateau. The Dobrudja is relatively sparsely settled with a density of 56 to the square mile.

The population of Roumania was rapidly increasing during the period immediately preceding the war. The average excess of births over deaths was 13 per cent. In 1859 the total population was 3,800,000; forty years later, 5,900,000; in 1906, about 6,500,000; and in 1914 over 7,700,000.

POPULATION OF THE NEW TERRITORY.

According to the Hungarian official statistics the Roumanians represent 46·2 per cent of the total population of Transylvania, Maramuresh, Crishiana and Banat. The remainder of the population consists of Magyars, 32·5 per cent; Germans, principally Saxons, 11·5 per cent; and Serbs, 4·5 per cent. It is very probable that the Roumanian percentage based on the Hungarian statistics represents a minimum. Roughly speaking it may be said that there are over 3,000,000 Roumanians in these provinces. In Bucovina the people of Roumanian nationality number about 200,000, while in Bessarabia there are over 1,000,000.

The Roumanian population is scattered throughout the new provinces of Greater Roumania. They belong for the most part to the class of peasants, agricultural workers and town labourers. In Transylvania, however, there is a powerful middle class of Roumanian nationality, composed of commercial and professional men and their families. The only district essentially Magyar in Transylvania is that embraced by the bend in the Carpathian mountain chain to the north of the town of Brashov. Kluj is the only Transylvanian town with a predominating Hungarian population. The Saxons, who are descendants of German colonists, live in scattered colonies mostly along the north slopes of the Transylvanian Alps and in towns of Sibiu, Brashov and Bistritza. According to the Hungarian official statistics, the Roumanians in Transylvania number 1,500,000, the Magyars 800,000 and the Saxons 220,000.

In Maramuresh, Crishana and Banat, the Roumanians form the bulk of the peasantry, the Hungarians and Germans being concentrated in the towns and on the large estates. The Banat has a large Serbian population, who are peasants and large landowners. In Bucovina the majority of the peasants are of Roumanian descent, although the Little Russians (Ruthenes) have been rapidly expanding in this province. One-third of the population of the town of Czernowitz (Cernautz) consists of Jews, while the remainder is comprised of Roumanians, Little Russians, Germans and Poles. The Roumanians comprise over 60 per cent of the total population of Bessarabia, being almost entirely of the peasant class. The population of the towns is chiefly composed of Jews, Little Russians and Roumanians. Southern Bessarabia, near the mouths of the Danube, has a mixed population of Germans, Bulgars, Russians, Turks and Roumanians.

CANADA AND THE BRITISH WEST INDIES.

By Watson Griffin.

V.

The Imperial Department of Agriculture.

One of the most important results of the investigations of the West India Royal Commission of 1907 was the establishment of the Imperial Department of Agriculture for the West Indies, which as conducted at first under the direction of Sir Daniel Morris, and in recent years with Hon. Sir Francis Watts as Commissioner, has given valuable assistance to every class of producers in the British West Indies.

The report of the commissioners said: "The botanical establishments in the larger colonies such as Jamaica, Trinidad and British Guiana have already rendered considerable assistance in improving agricultural industries and they are capable of being made increasingly useful in this respect. In the Windward and Leeward islands and Barbados, small establishments called botanic stations were established a few years ago on the advice of the director of Kew Gardens and the results although not yet extensive have been of a distinctly promising character. It is evident that to grapple with the present circumstances there is required for the smaller islands a special public department capable of dealing with all questions connected with economic plants suitable for growth in tropical countries, and we recommend the establishment of such a department under which should be placed the various botanic stations already in existence. These stations should be enlarged in their scope and character and be organized on the lines found so successful in Jamaica. In the latter colony it is admitted that intelligent and progressive action in the direction of encouraging a diversity of industries has produced most satisfactory results. To achieve this result has, however, taken more than twenty years of persistent effort and the Government has spent more than £100,000 during that period on its botanical establishments. The department has distributed seeds and plants at nominal prices by means of the post office, government railways, and coastal steam service; it has supplied information orally or by means of bulletins regarding the cultivation of economic plants and has encouraged the careful preparation of the produce by sending agricultural instructors on tour through the island to give lectures, demonstrations and advice. The special department recommended for carrying on similar work in the Windward and Leeward islands should be under the charge of a competent imperial officer whose duty would be to advise the governors in regard to all matters affecting the agricultural development of the islands. He would take part in consultations with the object of improving agricultural teaching in colleges and schools and of training students in agricultural pursuits, and would attend to the preparation of suitable literature on agricultural subjects. The existing botanic stations should be placed under his supervision and the charge of maintaining them transferred to imperial funds. Each botanic station would be actively engaged in the introduction and improvement of economic plants, and in propagating and distributing them throughout the island. It would carry out the experimental cultivation of new plants to serve as an object lesson to cultivators, and it would be prepared to give the latest information to inquirers regarding economic products and to provide suitable men as agricultural instructors. To effect all this will require funds entirely beyond the present resources of the smaller islands. We are, therefore, of opinion that as the necessity for such a department is urgent the cost should be borne by the imperial exchequer. The promising experimental work connected with raising new varieties of canes, and increasing the production of sugar by the use of manures and other means should receive special attention. The chief experiments might be carried on as hitherto by the officers in charge of them in British Guiana, Barbados, and Antigua, but continued

and extended, if found desirable in Trinidad and Jamaica. In addition the botanic stations in the Leeward and Windward islands would maintain nurseries for the introduction of all new and promising canes, and would undertake the distributing of them within their respective spheres of action. We think that some, at least, of the botanic stations should have agricultural schools attached to them, where the best means of cultivating tropical plants would be taught, and if elementary training in agriculture were made a part of the course of education in the public schools generally the botanic department would be in a position to render valuable assistance."

RECOMMENDATIONS CARRIED OUT.

What the commissioners recommended should be done is being done. The larger colonies have still their own departments of agriculture, but there is generally a spirit of co-operation between them and the Imperial Department of Agriculture which has its headquarters in Barbados.

Two publications are issued regularly by the department, *The Agricultural News*, a popular fortnightly review, and *The West Indian Bulletin*, a quarterly scientific journal. These publications have a very wide circulation throughout the British West Indies. Almost every planter reads them and the better class of peasant proprietors study them carefully.

A successful planter said to me: "The publications of the Imperial Department of Agriculture enable the planters of the British West Indies to help each other by exchanging information about experiments. They minimize our isolation. We know what is being done in the other islands. We learn not only the result of experiments at the botanical stations and on plantations in our own neighbouring colonies, but also in far-away India, Ceylon, Java and even in Africa. We learn how to deal with insect pests and blights that prey upon our plants and trees. We get information as to prevailing prices and the extent to which various tropical products are being grown in other countries."

Hon. Sir Francis Watts and his staff of asistants are making special efforts to educate the small peasant proprietors and improve their methods of cultivation. It is slow work, of course, but steady progress is being made and remarkable results have already been achieved in some cases. There is little doubt that under such teaching the peasants will make more out of their little holdings and their purchasing capacity will increase.

The members of the West Indian Royal Commission of 1897 in questioning witnesses evidently kept constantly in mind the possibility of substituting other industries for sugar growing to some extent at least and they recommended that every effort should be made to encourage the growth of other tropical products. The Imperial Department of Agriculture has paid special attention to this and has already accomplished much in securing a greater diversity of productions.

SEA ISLAND COTTON.

One of the most important achievements of this department is the establishment of a Sea Island cotton industry in Barbados, St. Vincent, St. Lucia, Montserrat, St. Kitts-Nevis, Anguilla, Antigua, Barbuda and the Virgin islands. Special pains was taken by the Imperial Department of Agriculture in securing seed of first-class quality and large quantities of the seed were distributed not only among the large planters, but also among peasant proprietors, and the officials of the department in each island took the utmost interest in advising and directing planters and peasants in the early experiments. The result was the establishment of a very profitable industry in each of these islands.

Valuable assistance was rendered by the British Cotton Growing Association in making grants of money and machinery, undertaking to find a market for the cotton and sending an expert to the islands to explain in detail the requirements of spinners in regard to uniformity in length of staple, colour and fineness.

A report of the British Cotton Growing Association referring to the Sea Island cotton grown in Barbados, the Windward islands and the Leeward islands, says: "The cotton produced is even superior to that grown on most of the best Sea Island plantations in South Carolina and has realized 2d. to 3d. per pound more than American-grown cotton."

Well equipped cotton-ginning factories have been established to handle the product of all these islands.

GREAT DEMAND FOR YOUNG TREES.

Whether under the direct control of the Imperial Department of Agriculture as is the case in the smaller islands or under the control of the local departments of agriculture in the larger colonies the botanic gardens and the experimental stations attached to them are doing most valuable work in distributing at cost price all kinds of tropical plants and trees. The demand for lime, cacao, cocoanut and rubber trees is astonishing and no one can see the figures of the number sold annually by the botanic gardens of the different colonies without being impressed with the fact that before many years have passed there must be an extraordinary change in the export statistics of most of these colonies.

All visitors to the British West Indies admire the great beauty of the botanic gardens which are to be seen in every colony, but very few realize the important work for the economic development of these colonies that is being carried on at experimental stations.

Agricultural training schools have been established by the Imperial Department of Agriculture in St. Vincent, St. Lucia and Dominica. They have proved very successful. Agricultural science is also taught at the grammar schools at Antigua and St. Kitts and scholarships have been provided by the Imperial Department of Agriculture. In British Guiana, Trinidad and Barbados small gardens have been established in connection with a large proportion of the common schools and children are given instructions in agriculture.

Agricultural shows are held periodically in the smaller islands and grants of money are made by the Imperial Department of Agriculture in aid of the prize fund. Show day is becoming an annual holiday for the peasants and it is expected that the competitions will stimulate them to improve their methods of cultivation and the preparation of their products for market.

A TRAVELLING ENTOMOLOGIST.

One of the assistants of Hon. Sir Francis Watts is an entomologist who, when necessary, travels from island to island to investigate outbreaks of insect pests and take measures to eradicate them. By correspondence and by articles in the *Agricultural News* the planters are kept constantly informed about the ravages of insect pests and if an outbreak occurs in one island every effort is made to prevent it spreading to the other islands.

Sir Daniel Morris has given a remarkable instance of the value of entomological research. For two hundred years the moth borer was regarded as the most destructive and most widely distributed enemy of the sugar cane. Little was known of the early stages of its growth and the eggs and how they were deposited had never been observed. Mr. Maxwell-Lefroy, the entomologist of the Imperial Department of Agriculture, succeeded in finding the moth borer eggs deposited in a greenish cluster on the back of the leaf of the sugar cane. They were so inconspicuous that they had escaped the notice of successive generations of planters who had only realized the presence of the moth borer by the injury it had done to their canes. Mr. Maxwell-Lefroy also discovered that a minute parasite attacked the eggs and if in addition to collecting the eggs the parasites were encouraged the moth borer might be largely checked by natural means.

A GREAT DISCOVERY.

Perhaps the most remarkable achievement of experimental agriculture in the history of tropical countries is the development of seedling canes as the result of the investigations of Mr. J. R. Bovell, now Superintendent of the Barbados Department of Agriculture, and Prof. J. B. Harrison, Director of the Department of Science and Agriculture, British Guiana. The experiments were begun in Barbados, being conducted jointly by Mr. Bovell and Mr. Harrison, who were able to prove that the theory long held by the authorities on cane growing that the sugar cane never produced fertile seed was inaccurate. After Prof. Harrison went to British Guiana the experiments were continued in both Barbados and British Guiana and resulted in the production of a number of new varieties of cane, several of which have proved to be superior to all the old varieties.

The Bourbon cane was almost universally grown in the British West Indies for many years. But some years ago it began to deteriorate and became very liable to disease. It became impossible to grow it in certain soils. Several of the new varieties give very much larger quantities of commercial sugar per acre and as they will grow on land where the Bourbon will not grow and are less liable to disease the benefit to owners of sugar plantations is incalculable. The growing of seedling canes has passed the experimental stage, and throughout the British West Indies seedling canes have largely displaced Bourbon cane with most satisfactory results. As new varieties are constantly being produced if the ones now favoured by planters should deteriorate and become diseased it is probable that other varieties will be developed from time to time to take their places.

VI.

The Earnings of the Labourers.

The earnings of the labourers in the British West Indies seem very small compared with those of the poorer class of Canadian labourers, but the conditions of life are very different. The labourer in the West Indies never has to protect himself against cold. The little fuel required for cooking can usually be picked up or cheaply purchased. The houses do not need to be constructed to keep out cold and can therefore be built more cheaply. Clothing is necessary for decency and show but not for protection from cold. Even those labourers who live in villages have usually behind their dwellings a few mango, cocoanut or breadfruit trees and often bananas and vegetables sufficient for their own consumption. They sometimes get their dwellings free from the estates where they labour and sometimes pay a trifle for rent. The labourers on the estates are allowed to chew as much sugar cane as they please and there is a good deal of nourishment in sugar juice. Thus they can either save a considerable portion of their earnings or spend the money on imported articles. Those who spend immediately everything they earn make better present customers for Canadian exporters, but those who save now will be larger spenders a few years later when their investments in land begin to produce results.

PAID BY THE TASK.

On the estates the labourers are now seldom paid by the day. They are allotted tasks and paid by the task. The aim of the planters has been to make the compensation for a task equivalent to the day's earnings of an average man when employed under the old system of day labour, but at day labour the labourers never exerted themselves overmuch and it has been found that working by the task many of them work harder and accomplish more. Some of them are content to quit work when they finish their task and if they work energetically have very short hours of labour. Others, desirous of making more money, may start work on a new task when one is completed and sometimes even complete two tasks in a day.

The payment for a task varies slightly in different colonies and even in different sections of the same colony, but it may be said that the earnings of men engaged in agricultural labour are from forty-eight to sixty cents per day of seven hours. At piece-work men sometimes earn from three shillings to four shillings per day. The wages now paid are considerably higher than they were before the war. Women and children are employed as well as men. The women have few household duties and a large proportion of them work in the cane fields or cacao and lime plantations for at least a portion of the day. They earn from twenty-four to twenty-five cents when paid by the day.

THE EARNINGS OF CHILDREN.

Children usually go to school, but they work a portion of the day and in busy seasons are often kept away from school. The earnings of children run from fifteen to eighteen cents a day. A big boy or girl may sometimes earn nearly as much as a man or woman. In Montserrat, Dominica and St. Lucia when limes are used for making juice they are never picked from the trees, but are allowed to fall to the ground, and the work of picking them up from the ground is nearly always done by women and children—sometimes very small children. I have seen children four or five years old helping their mothers pick up limes. In such cases no distinction could be made between the work of mother and children in making payment. Probably these very little children regard the work as play if they do not have to work too long at a time. We all know how tiny white children in Canadian homes often delight in being allowed to help their mothers with the household tasks. The women are paid for the work by the barrel, and a woman with half a dozen children to help her can pick up a good many limes in a few hours. At such work an active child will do as much as a grown person if the hours of labour are limited as they usually are. Limes keep maturing and dropping to the ground throughout the year. Children can help their mothers before going to school in the morning or after school hours, thus adding considerably to the family earnings.

WOMEN AS COAL CARRIERS.

At Castries, St. Lucia, which is a great coaling station for ships, a large number of black women are constantly employed in unloading and loading coal. They are well paid for this work, and can earn more than the men do in agricultural labour. They carry the coal in baskets on their heads, and their quick, energetic movements would surprise any one who thinks all negroes in the Tropics are lazy.

In estimating the earnings of the labouring population of the British West Indies this fact that nearly all the women and a large proportion of the children are employed in outdoor labour for a portion of the time must always be remembered.

THE DOCK LABOURERS.

At Bridgetown, Barbados, Castries, St. Lucia, Port of Spain, Trinidad, Georgetown, British Guiana, Kingston, Jamaica, and Port Antonio, Jamaica, a large number of dock labourers are kept almost constantly employed at wages considerably higher than they could earn on the estates. At the smaller seaport towns, as already stated, employment for dock labourers is very irregular.

ARTICLES MUST BE CHEAP.

Nevertheless while the total earnings per family are larger than would be supposed on first learning the price of labour, they are never great and the people cannot afford to buy very expensive articles.

INVOICE REQUIREMENTS AND CONSULAR REGULATIONS OF OTHER COUNTRIES.

Mexico.

Mr. P. Tamago, Toronto, Consul for Mexico, in Canada, gives us the following information with reference to invoice requirements and consular regulations governing export of goods to Mexico.

Special invoice forms are required, to the number of four. The shipper must certify under oath that the particulars given are true and correct and this must be done on one of the four copies. Quantity of packages, weight, and value must be expressed not only in figures, but in full words. The consul who certifies will return one of the invoices and keep the other three. Consular invoices must be certified by the Consul of Mexico nearest to point of departure, except in case of goods which go *all the way* by rail as these are certified by one of the consulates at the border.

Certificates showing origin of goods are not necessary.

There are no regulations respecting bills of lading to be complied with by the exporter.

Packages must be marked in some indelible way and given a number or countermark in order to avoid all possibility of mistake or mis-identification of the package.

There are no special rules governing importations by parcel post.

The customs postal authorities at the point of destination make the appraising of the goods and collect the duties according to tariff. No consular invoice is required.

According to a recent regulation, the shipper or person who sends the goods has the right to ask the consul, at the time he presents the invoices for certification, to express thereon what duties will correspond. If he wants to use that privilege the duties will be charged in accordance with the provision made by the consul on the invoice, but no appeal will be considered should the consignee disagree in the classification made of the goods upon their arrival at port of entry.

Nicaragua.

The British Consulate, Managua, Nicaragua, furnishes the following information obtained from the Collector General of Customs with respect to invoices and other shipping documents required for the export of goods to Nicaragua:—

A consular invoice is necessary for every consignment to Nicaragua of a value of more than $50. Failure to present such invoice with the entry at the custom house subjects the importer to a fine and much inconvenience. The consular invoice should therefore be forwarded without delay.

Five copies of each invoice will be given the consular certification. The consul will deliver three copies to the shipper to be sent to the consignee in Nicaragua, who must present two copies to the custom house, retaining the third copy. Two copies will be retained by the consul, one for his file and the other to be sent to the collector of customs of the port of entry of Nicaragua.

Any incorrect statements in the consular invoice will render the importer liable to a fine by the customs authorities of Nicaragua. Consular invoices which do not describe the article in definite terms for their necessary identification, or in which general terms are used such as "accessories for machinery," "clothing," "hardware," or other similarly vague descriptions, will not be accepted.

If the country of origin of any of the merchandise is other than the country where the consular invoice is signed, it should be stated in the column of description.

All the weights shall be expressed in kilogrammes or fractions thereof.

Articles of different kinds, shipped in the same case or container, should be wrapped or packed separately, and the net weight of each class definitely stated.

For customs purposes the value of merchandise shall be the wholesale price of such merchandise in the principal markets of the country whence exported, packed and ready for shipment (including the value of all cases, crates, sacks, packages, and containers of every class, and other charges and expenses incident to placing the merchandise in condition ready for shipment), but not including ocean freight, insurance, export duties, consular fees and buyer's commission.

The fees for the certification of consular invoices are fixed by the laws of Nicaragua as follows:—

If the value does not exceed	$ 100	$ 2 50
" " " "	200	3 00
" " " "	500	5 00
" " " "	1,000	10 00

If the value exceeds $1,000, ¼ of 1 per cent will be charged on the excess in addition to the $10.

These consular fees are payable by the importer to the custom house at the port of entry of Nicaragua.

If additional certified copies of the invoice are required besides the five copies referred to, the shipper can procure them from the consul.

Consular invoices and bills of lading should be signed by a consul of Nicaragua. If there is no consul these documents should be signed by the consul of a friendly nation.

Certificates of origin are not necessary.

The customs service requires for delivery the presentation of the original bill of lading and one copy, and it should conform more or less to the provisions provided for by the Federal bill of lading law of the United States. The customs procedure fully protects the foreign shipper.

Packages should be marked plainly, preferably stencilled, in order that the containers may be easily checked and identified.

A customs declaration should accompany parcel post packages, and in case the value of such packages is fifty dollars or over a consular invoice as provided for is required.

Guatemala.

Mr. C. N. Morang, Consulate of Guatemala, Toronto, Canada, advises us as follows with respect to shipping documents required by the customs authorities of Guatemala:—

The customs authorities of Guatemala do not require invoices to be filled out in any special way.

It is necessary to have all invoices certified by the consul, stating that the invoice price represents the true market value of the goods in Canada.

It is not necessary to state the origin of the goods.

All invoices must be accompanied by bills of lading, with the usual method of marking and numbering of packages.

The general regulations also apply to parcels sent by post.

APPLE CONTROL PRICES IN THE UNITED KINGDOM.

The following cablegram has been received from Trade Commissioner Harrison Watson, London, with regard to the control of prices of apples in the United Kingdom:—

"On and after November 15, the maximum retail price will be 10d. per pound Canadian, Maine and Western States apples in barrels of not less than 120 pounds will be 68s. per barrel to primary handlers. *Canadian*, Washington, California and Oregon apples in boxes of not less than 40 pounds, net 23s 6d. and those weighing not less than 37 pounds 21s. 6d."

TURNOVER TAX ON IMPORTED AND EXPORTED GOODS IN FRANCE.

(British Board of Trade Journal.)

Under the provisions relating to the "turnover" tax in the recent French Law for "the creation of new fiscal resources," goods imported into France are now subject to additional taxes, varying from 1 1-10th to 25 per cent of their value [see the particulars given in last week's issue of the *Weekly Bulletin*]. The tax is at the following rate:—

(*a*) 25 per cent for potable spirits, liqueurs, aperitifs, and full-bodied wines;

(*b*) 15 per cent for wines classed as "luxuries"*;

(*c*) 10 per cent for goods classed as "articles of luxury" and consigned to persons other than merchants;

(*d*) 1 1-10th per cent (that is 1 per cent plus a tithe [décime], the proceeds of which are allocated to local authorities) for all other goods.

Regulations relating to this tax on imported goods are contained in a French Ministerial Decree, dated 1st July, and published in the *Journal Officiel* on the 2nd, which also deals with the exemption from the tax of goods exported from France. An outline of the decree is given below:—

The first part of the decree deals with goods imported from foreign countries, Algeria, French Colonies, Possessions and Protectorates, and from the Saar Basin.

SECTION I.—TAX OF 1 1-10TH PER CENT.

This tax is levied by the Customs when goods subject to it are declared for consumption. It is leviable on all goods other than "articles of luxury," whoever be the importer, and on "articles of luxury" when the payment of the tax of 10 per cent is not dispensed with as provided in the section relating to the 10 per cent tax (Article 1).

Consignments must be accompanied by an invoice (original or copy) containing the name, adress, and business of the consignee, and details of the articles affected and their price (Article 2).

The tax is paid on account of the consignee by the declarer (Article 3).

For the purpose of applying the tax the value of the goods is that in the French market, that is, the total of the price made up by the purchase price abroad, expenses of transport, insurance, export duties, and other expenses incurred up to the arrival in France, and also import duties and consumption and circulation taxes, etc. The amounts of Customs duties and internal tax are added to the invoice when they have been assessed or paid. Disputes as to the prices are to be settled by "expertise," in the same way as ordinary Customs disputes (Article 4).

SECTION II.—TAX OF 10 PER CENT.

The tax of 10 per cent (without tithes) is levied by the Customs on articles classed as "articles of luxury" and destined for the consumers; that is, when such articles are not consigned to traders to be resold either as they are or after being changed in any way (Article 5).

A list of goods classed as "articles of luxury" was given at pages 393 and 394 of last week's issue of the *Weekly Bulletin*.

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* Wines are classed as "articles of luxury" under the Decree of June 26, if their sale price exceeds 3 francs per litre in casks and 5 francs per litre in bottles. For the purpose of calculating the tax of 25 per cent a sum of 1 franc per bottle is deducted to cover the cost of the glass, packing, etc.

The requirements as to invoices, and other provisions respecting the payment of the tax and the establishment of the dutiable value, are similar to those referred to above (Articles 6 to 8).

In order that "articles of luxury" may be subjected to the 1 1-10th per cent rate, instead of the 10 per cent rate, importers must submit to the Customs Office a written declaration in duplicate (containing the particulars specified in the decree) to establish that the goods are imported for purposes of trade (Article 9).

SECTION III.—TAX OF 15 AND 25 PER CENT.

The taxes of 15 and 25 per cent are levied on all spirits, full-bodied wines and fine wines, other than those consigned to wholesale traders, in which case only the 1 1-10th per cent tax is levied. These taxes are levied at the Tax Office at the same time as the consumption taxes. The Customs are to collect the taxes in certain cases, such as small quantities imported by travellers (non-traders). (Article 10).

Article 11 provides that the taxes of 1 1-10th and 10 per cent are to be levied on consignments sent by post, and on articles brought by travellers in so far as they are not recognized as personal articles in course of use, in respect of which the Customs Tariff provides for exemption from import duty and internal taxes.

Article 14 provides that goods declared for warehousing, "temporary admission," transit, transhipment, etc., are not subject to the taxes.

Part 2 of the decree deals with goods exported to foreign countries, Algeria, French Colonies, Possessions, and Protectorates, and the Saar Basin. Sellers of such goods are exempt from the payment of the tax on fulfilment of the formalities laid down in Article 16.

IMPORTS FROM THE UNITED STATES INTO JAPAN, JANUARY TO APRIL, 1920.

The following statistics of imports from the United States into Japan for the first four months of 1920 have been received from the office of the Canadian Trade Commissioner in Japan:—

	Total Amount. kin.	Total Value. $
Salt	2,317,155	69,344
Hides and skins	904,036	824,495
India-rubber and guttapercha (crude)	24,894	57,034
Sulphate of ammonium (crude)	397,263	6,922,946
Wood	.....	3,678,751
Leather	1,084,242	2,167,787
Paraffin wax	1,846,860	577,794
Caustic soda and soda ash	26,895,474	3,149,570
Coal-tar dyes	690,787	3,316,972
Pulp for paper making	7,276,219	1,253,645
Iron (lump, ingot, bloom, billet and slab)	47,190,154	2,954,204
Iron (bar, rod, plate, sheet, wire, etc.)	438,790,389	59,286,691
Iron (pipe and tube)	19,807,185	3,913,350
Lead (ingot and slab)	1,198,232	228,220
Tin (ingot and slab)	137,184	210,333
Construction materials	.....	7,784,827
Kerosene oil (gal.)	14,022,843	7,315,074
Paper	.....	3,622,693
Iron nails	8,953,953	1,459,645
Railway carriages and parts thereof	.....	1,100,263
Automobiles and parts thereof	.....	3,485,395
Machinery and parts thereof	.....	18,752,077

Canada is here mentioned under the heading of Pulp and Paper with a total amount of 15,989,391 kin total value 2,271,736 yen so she gets her proper share of the credit here.

IMPORT REGULATIONS IN POLAND.

(British Board of Trade Journal.)

The British Commercial Secretary at Warsaw has forwarded the following summary of import regulations at present in force in Poland, so far as they affect trade with Poland:—

IMPORT REGULATIONS.

(1) In principle no goods may be imported into Poland without a special permit from the Export and Import Department, attached to the Ministry of Trade and Industry, Warsaw, or its branches in Cracow, Lemberg, Posen and Danzig.* Certain goods, however, are exempted from import license (see (6) below). Licenses are issued by the offices which issue export licenses, and applications have to be on special forms and require to be stamped in the same way as applications for export licenses.

(2) The following details must be given in the application:

(a) Name of buyer.
(b) Address.
(c) Railway station to which goods will be sent.
(d) Quality of goods.
(e) Quantity.
(f) Name of frontier station through which the goods will be imported.
(g) Value.

(3) Goods for the import of which a permit has been obtained can be imported into Poland on the payment of the customs duties. The new customs tariff came into force on January 10, 1920. Raw materials, generally speaking, are exempt from the payment of duty. In view of the devaluation of the Polish mark, customs duty when paid in paper marks is paid not in accordance with the rates prescribed in the tariff, but at ten times those rates.

(4) As a temporary measure no duty is payable on certain articles, although duties are prescribed therefor in the tariff. [The list of these articles was published in the *Weekly Bulletin*, No. 860, page 242.]

(5) The import of certain articles, mostly articles of luxury, is forbidden absolutely.

(6) As a temporary measure no license is required for the import of certain goods.

(7) The most important Custom Houses are: Warsaw, Piotrowice, Bogumin, Herby, Mlawa. There are also Customs Houses in other places.

(8) Firms desirous of sending goods to Poland via Danzig should consign them to a forwarding agent at Danzig, and notify the latter at the same time to whom the goods should be forwarded in Poland.

(9) The import license should be sent to the forwarding agent at Danzig to whom the goods are consigned.

(10) Bills of lading and specifications of the goods should be sent to the forwarding agent at Danzig, who should be in possession of these before the arrival of the goods at Danzig.

(11) The goods will be sent from Danzig to Warsaw by rail by one of the following two routes:—

(a) Danzig-Dirschau-Bromberg-Thorn-Alexandrowo-Skierniewice or Lowicz-Warsaw (about 260 miles).
(b) Danzig-Dirschau-Marienburg - Deutsch - Eylau - Illowo - Mlawa - Warsaw (about 200 miles).

In summer the goods can be sent by river to Warsaw, but this method of transport is not reliable.

*A Polish Order, published on June 30, 1920, provided for the levy, by the Danzig branch of the Export and Import Department, of a tax of 2 per cent on the value of the goods licensed by that branch for export (or import), the tax being payable in Polish currency on exports and in foreign currency on imports.

AUSTRALIAN CUSTOMS DECISIONS.

(British Board of Trade Journal.)

The Commonwealth of Australia *Gazette* of 27th May publishes the following Customs By-Laws, adding to the lists of articles which may be imported into Australia at the rates of duty leviable on recognized "minor articles" and "machine tools":—

Minor articles for use in the manufacture of goods within the Commonwealth.—By-Laws Nos. 457, 465 to 467,

The following items are added:—

Silver cans—fibreboard.

Apparel—trousers buckles.

Cartridges—felt wads.

Halters—snaps.

Harness and saddlery—snaps.

Machine tools and parts—By-Laws Nos. 459, 463, 464.

The following items are added:—

Metals, sulphur, chemicals, and lead sulphate—graphite electrodes.

Miscellaneous—Weaving machines for manufacturing reed or basketwork from cordage made of paper.

Metal working—Barbed wire-making machines.

[Note.—Not including the motive power, engine combination, or power connections, if any, when not integral parts of the above-mentioned machines.]

The rates of duty leviable upon recognized "minor articles" and "machine tools" are:—

Under the British Preferential Tariff.....Free.

Under the General Tariff.....10 per cent *ad valorem*

THE TAX UPON COMMERCIAL TRAVELLERS IN CHILE.

(London Times Trades Supplement.)

A great deal has been said about the heavy tax upon commercial travellers imposed about a year ago. At first sight it appears as if this were exceedingly onerous. The law exacts the purchase of a *patente* in each province of Chile visited by a commercial traveller, at a cost of 1,000 pesos, or about £50, for each of these licenses. The representative of a Midlands firm told me in Valparaiso the other day that in order to show his samples all over Chile he would thus incur an expenditure of £750 for licenses before he sold a shilling's worth of goods. He was inclined to blame, for the establishment of this law, the large old-established Chilean firms which, on their side, are committed to the upkeep of very large establishments and, even if they do not look upon the envoys of manufacturers as raiders, cannot be expected to favour any great increase in direct selling. Many outlying provinces are delighted to welcome the trade representative from abroad.

It is possible to rent a business office in one of the large centres, pay 1,000 pesos for the right to do business, and the agent becomes for a year, to all intents and purposes, the operator of a business house in Chile, with the right to trade all over the country. In other cases he travels with the card of an established house and is equally exempt.

Taxes are at least no more onerous than in certain other Latin-American countries—as in Bolivia, for example, where corresponding taxes are carefully collected and the penalty for evasion is heavy. So long as the tax falls upon all alike there would be no special reason for complaint, but when constant evasions occur there is undoubtedly a tendency for the less privileged or adroit to become excluded, a condition which would not be for the benefit of Chile.

EFFECTS OF SPAIN'S NEW TAXATION LAW ON FOREIGN BUSINESSES.

(New York Commercial.)

Commenting on the situation confronting foreign houses, trade representatives and banks doing business in Spain, H. T. van Deusen, a member and director of the American Chamber of Commerce in Spain (Barcelona) indicated that the views held by Americans and foreigners generally are decidedly pessimistic. Mr. van Deusen recently returned from Europe and says that in Spain things are at a standstill, so far as foreign trade is concerned.

"There are comparatively few American houses in Spain," said Mr. van Deusen. "The usual procedure followed by manufacturers and a few export merchants is to form a Spanish corporation or society, organized under the laws of that country. It has seemed the consensus that this method has advantages over the establishment of branches of the parent concern. Other manufacturers, export merchants, commission houses are represented by agents who advertise the fact on their literature or letterheads. On the other hand, foreign banks have, with one exception, uniformly adopted the branch as their medium for doing business.

"If the taxation law signed by the King of Spain in the last days of April, 1920, is enforced, it is conceded that it will mean a general exodus of foreign banks and business houses from the peninsula. The principal onus is the imposition of a yearly tax of one-tenth of one per cent to be paid by the representative or branch and the law also provides that even companies or banks organized as a Spanish society shall be considered foreign corporations for taxation purposes, if it appears evident that the head office controls its policies, etc. They get you going and coming.

"This last taxation law is a long document and it would serve no good purpose to quote it at length. It is recognized that it was primarily an attack on foreign banking institutions already established and as a warning or rather a barrier to those who contemplate entering the field. Spanish bankers have seen their foreign competitors get the cream of the overseas trade through commercial credits, loans, assistance in the harvesting of crops, deposits, etc., and it is they who are behind this law which will apparently work to the detriment of Spain in the long run.

"One of the most unreasonable features is the fact that the law is retroactive. It is certainly peculiarly disconcerting for a great banking institution to make a study of the conditions in Spain and decide to establish branches there, pay a tenant some 500,000 pesetas to vacate a building they want, lease it for ten or twenty years, spend thousands of pesetas in repairs and alterations, and then contemplate passing a law which, if enforced, means that they will be obliged to pay each year more in taxes than they can hope to enter on the credit side of the profit and loss account.

"The feeling would not have been so tense had the Spanish statesmen fabricated a law which provided that foreign houses established in future must pay the tax. But when banks or merchants have spent their good pounds or dollars, francs or lire or guilders or pesos, or even marks, it is disheartening to suddenly find they cannot continue in business and make money. For a business house or bank to enter Spain after the passage of the taxation law, it would seem something like premeditatly lying down directly under the sword of Damocles.

"As far as I know there has been no attempt yet made to collect the new taxes. Some believe the law will be practically 'blue,' if it is not repealed or modified. Be that as it may, there is the constant menace that it may be strictly enforced. We had several meetings of the American Chamber of Commerce in Spain to discuss the question. We consulted legal luminaries in Barcelona and in the capital, and were handed as many interpretations of the law as there were lawyers—and some actually furnished two interpretations. So it may be generally assumed that before enforcement the committees of the Cortes and the ministries of the treasury and justice will

carefully study the text to elucidate just what was the intent of the Cortes. We are assured that the whole question is being vigorously taken up by the embassies of the different nations affected, including Great Britain, United States, France, Italy, Holland, Germany, Chile and Argentina.

"I have a friend in Barcelona who advertises that he represents a long list of important American houses. To continue to do business and comply with the law he must pay (besides the many now existing taxes) one dollar for every thousand dollars capital of the companies he represents. He can't do it unless he adopts camouflage. A bank cannot camouflage to any extent. There have been, of course, methods evolved in the brains of Spanish and other lawyers to circumvent the provisions of the taxation law, which might be adopted by manufacturers, merchants, export commission houses and others in foreign trade, and most houses are taking legal advice and hedging as far as possible against the evil day. At the same time they are making no improvements in their premises, are making no new leases, are not eager for new business, and those who have stocks are liquidating to bareness.

"Well, I suppose that if our Spanish friends don't think better of it and change their law, they will calmly say to the foreign houses: 'If you don't like the way we conduct our affairs, get out.'"

[Note.—Details of above new taxation law were published in *Weekly Bulletin* No. 858, page 114.]

METHODS OF PAYMENT EMPLOYED IN SYRIA.

(United States Commerce Reports.)

An issue of France-Europe Orientale (Paris), published under the above title information originating from the French Commercial Bureau of the Levant through its agency at Beirut, as follows:—

At present, but with some exceptions, few if any commercial transactions are effected on credit. Cash is always demanded and even 25 per cent of the value of the order is deposited, a condition which the customers accept readily, especially when they need the goods.

The procedure employed is as follows: The commission agent is paid by the prospective buyer 25 per cent of the total value of the order, has a bank credit opened equal to the total value of the order; the deposit is placed at the disposal of the manufacturer, and, upon arrival of the documents, the balance is paid by the bank which in turn is reimbursed by the buyer upon delivery of the order. The Banco di Roma, which is very active and which is trying to make a place for itself in Syria, executes these transactions. This bank is already a serious competitor of our French banks.

With regard to granting of credits on the spot by the supplier, the time has not yet arrived when such are necessary, except in very particular cases, and when the commission agent or customer are known to the supplier.

There are even transactions according to the category of goods (especially Egyptian), which are made on consignment. But the question of credit will have to be considered more seriously when competition becomes firmly established, that is, when the different producing countries are able to supply the same commodities at more or less the same prices.

The monetary system existing to-day in Syria is greatly complicated, and it can be said that each town has its own money and exchange. At Beirut large payments are made in Egyptian paper money. But as subsidiary money of less than five piasters is lacking, old Turkish silver and nickel coins are used. In Lebanon and in the interior, Turkish piasters are also in use. Gold circulates in much larger quantities than one would expect, especially at Damascus and Aleppo.

In Palestine, Egyptian money is accepted everywhere and is made use of effectively. In Cilicia almost nothing but Turkish paper is employed.

NEW INCORPORATIONS.

Dominion.

Consolidated Distilleries, Limited. Incorporators: William James Shaughnessy and Rufus Clement Holden, Junior, advocates; and others—all of Montreal. Capital $5,000,000, divided into 50,000 shares of $100 each. Chief place of business, Montreal.

Autographic Register Systems, Limited. Incorporators: Louis Philippe Crepeau, K.C.; Maurice Dugas, and Benjamin Robinson, advocates; and others—all of Montreal. Capital $500,000, divided into 5,000 shares of $100 each. Chief place of business, Quebec.

Miller Lithographic Company, Limited. Incorporators: George Harold Gilday, barrister-at-law; and others—all of Toronto. Capital $300,000. Chief place of business, Toronto.

Ontario.

The Palm Creamery Company, Limited. Incorporators: James Steller Lovell, accountant; William Bain, bookkeeper; and others—all of Toronto. Capital $60,000, divided into 600 shares of $100 each. Chief place of business, Palmerston.

Quinte General Manufacturing Company, Limited. Incorporators: Harry Griffiths Clapperton, manufacturer; and others—all of Toronto. Capital $150,000, divided into 1,500 shares of $100 each. Chief place of business, Toronto.

Kaministiquia Lumber Company, Limited. Incorporators: Donald Edward McKay and Norman McLeod Paterson, grain merchants; Horace Williams Robinson, lumberman; and others—all of Fort William. Capital $200,000, divided into 2,000 shares of $100 each. Chief place of business, Fort William.

Beaver Nickel Company, Limited. Incorporators: Alexander Brown, miner; and others—all of Winnipeg. Capital $300,000, divided into 300,000 shares of $1 each. Chief place of business, Fort William.

Universal Products, Limited. Incorporators: Albert Mearns, Gerald Morphy Malone, Roland Oliver Daly, barristers-at-law; and others—all of Toronto. Capital $3,000,000, divided into 30,000 shares of $100 each. Chief place of business, Hamilton.

The Brant-Keora Mining Company, Limited. Incorporators: James Richardson Road, and John Creighton, solicitors; and others—all of Toronto. Capital $2,000,000, divided into 2,000,000 shares of $1 each. Chief place of business, Toronto.

The Oak Tire & Rubber Company, Limited. Incorporators: Edward John Swift and Arthur Sydney Dickson, accountants; and others—all of Toronto. Capital $3,000,000, divided into 15,000 shares of preference stock of the par value of $100 each, and 1,500,000 shares of common stock of the par value of $1 each. Chief place of business, Toronto.

British Columbia.

Mill Creek Lumber Company, Limited. Capital $100,000. Registered office, Vancouver.

Slocan Consolidated Silver Mines, Limited. (Non-personal liability). Capital $300,000. Registered office, Kaslo.

Utility Oil and Gas Company, Limited. Capital $300,000. Registered office, Vancouver.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Public Terminal Elevators, Interior Terminal Elevators, Country Elevators in Western Division, and at Public Elevators in the East; also U.S. Atlantic Seaboard Ports.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending August 6, 1920.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
Fort William—	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
C. P. R.	39,187	11,029	12,944	.....	8,961	72,121
Empire Elevator Co.	*1,910	*4,082	*1,525	1,007	436	*6,074
Consolidated Elevator Co.	201,399	55,313	28,836	103,379	2,236	391,163
Ogilvie Flour Mills Co.	186,900	33,928	53,591	.....	6,438	280,857
Western Terminal Elevator Co.	50,590	8,147	2,088	43,932	.....	104,757
G. T. Pacific	93,142	34,540	9,831	42,020	2,884	182,417
Grain Growers' Grain Co.	72,021	54,033	23,342	.....	1,569	150,965
Fort William Elevator Co.	99,971	95,890	28,059	16,431	6,923	247,274
Eastern Terminal Elevator Co.			Closed.			
Northwestern Elevator Co.	255,471	129,044	17,959	43	2,226	404,743
Port Arthur—						
Port Arthur Elevator Co.	156,439	64,401	22,859	6,820	4,748	255,267
Sask. Co-op. Elevator Co.	167,465	30,820	24,262	145,540	1,857	369,944
Canadian Government Elevator	887,559	45,381	18,740	124,188	8,003	1,083,871
Thunder Bay	30,434	.....	*7,538	677	80	23,653
Davidson and Smith	10,442	8,596	2,045	.....	423	21,506
Eastern—Richardson	86,317	36,743	12,355	17,527	*121	152,821
Total Public Terminal Elevators	2,335,427	603,783	247,848	501,564	46,663	3,735,285
Total Private Terminal Elevators	279,718	115,599	34,771	82	.....	430,170
Saskatoon Can. Govt. Elevator	215,437	6,200	.....	30,307	.....	241,944
Moosejaw Can. Govt. Elevator	267,313	15,093	1,503	20,075	.....	303,984
Calgary Can. Govt. Elevator	273,437	149,225	12,159	67	991	435,879
Vancouver, Can. Govt. Elevator	7,591	1,765	.....	.....	.....	9,356
Total Interior Terminal Elevators	763,778	172,283	13,662	40,449	991	991,163
Depot Harbour	.....	.....	.....	.....	.....	.....
Midland—						
Aberdeen Elevator Co.	14,100	.....	7,724	.....	.....	21,824
Midland Elevator Co.	30,020	1,651	.....	.....	.....	31,671
Tiffin, G.T.P.	101,836	8,000	.....	.....	.....	109,836
Port McNicoll	622,749	1,732	202,665	.....	.....	827,346
Collingwood	.....	.....	.....	.....	.....	–
Goderich—						
Elevator and Transit Co.	460,768	79,819	6,217	.....	.....	546,804
West. Can. Flour Mills Co., Ltd.	93,098	.....	.....	.....	.....	93,098
Toronto—						
Campbell Flour Mills Co.	18,664	9,934	3,017	.....	.....	31,615
Kingston—						
Montreal Transportation Co.	.....	.....	.....	.....	.....	–
* Commercial Elevator Co.	.....	5	.....	.....	.....	5
Port Colborne Dom. Govt. Elevator	.....	.....	.....	.....	.....	–
* " Maple Leaf Milling Co., Ltd	93,796	.....	.....	.....	.....	93,796
Montreal—						
Harbour Commissioners Nos. 1 & 2.	910,965	122,224	264,609	.....	649	1,298,347
Montreal Warehousing Co.	221,860	8,828	53,215	23,356	.....	307,259
Ogilvie Flour Mills Co.	303,692	.....	.....	.....	.....	303,692
Quebec Harbour Commissioners			None in	store.		
West St. John, N.B., C.P.R.			"	"		
St. John, N.B., Can. Nat. Rys.			"	"		
Halifax, N.S., " "			"	"		
Total Public Elevators	2,871,748	232,193	537,447	23,356	549	3,665,293
*Total Country Elevators	774,113	1,022,139	238,672	79,507	.....	2,114,431
* U.S. Atlantic Seaboard Ports—						
Portland, Maine			Not Re	ported.		
Baltimore, Maryland	.....	.....	.....	.....	.....	–
Total U.S. Atlantic Seaboard Ports	.....	.....	.....	.....	.....	–
Total quantity in Store.	7,024,784	2,145,997	1,072,400	644,958	48,203	10,936,342

*Week ending July 30 1920.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Public Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East, for the week ended August 6, 1920.

Grades.	Account Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard					—
No. 1 Northern		829,734	563,487	1,154,221	2,547,442
No. 2 "		525,031	88,505	509,548	1,123,084
No. 3 "		199,725	64,428	655,897	920,050
No. 4 Wheat		135,493	2,284	78,684	216,461
No. 5 Wheat		58,677	71	2,133	60,881
No. 6 "		18,331	3,097	5,799	27,227
Other		568,436	41,906	465,466	1,075,808
Totals		2,335,427	763,778	2,871,748	5,970,953
Oats—					
No. 1 C.W.					—
No. 2 "		80,820	402	45,697	126,919
No. 3 "		175,989	9,368	99,934	285,291
Ex. No. 1 Feed		19,248	17,055		36,303
No. 1 Feed		64,910	14,841	5,968	85,719
No. 2 Feed		145,607	17,675	18,673	181,955
Other		117,209	112,942	61,921	292,072
Totals		603,783	172,283	232,193	1,008,259
Barley—					
No. 3 extra C.W.					
No. 3 C.W.		77,087	4,076	83,334	164,497
No. 4 "		78,726	4,250	330,051	413,027
Feed		45,548	695	85,480	131,723
Rejected		28,406	711	23,722	52,839
Other		18,081	3,930	14,860	36,871
Totals		247,848	13,662	537,447	798,957
Flax—					
No. 1 Northwestern Canada		180,574	2,827	23,356	206,757
No. 2 C.W.		63,732	1,539		65,271
No. 3 C.W.		122,258	16,417		138,675
Rejected			17,001		17,001
Other		135,000	2,665		137,665
Totals		501,564	40,449	23,356	565,369
Rye—					
No. 1 C.W.					—
No. 2 "		24,439			24,439
No. 3 "					—
Rejected		9,619	991		10,610
Other		12,605		549	13,154
Totals		46,663	991	549	48,203
Total quantity in store		3,735,285	991,163	3,665,293	8,391,741

Wheat and other Grain in Store at Public Terminal Elevators, Private Terminal Elevators, Interior Terminal Elevators, Country Elevators, U.S. Atlantic Seaboard Ports, and Public Elevators in the East on August 6, 1920, with comparisons for five years.

——	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
August, 6 1920—			
Public Terminal Elevators	2,335,427	1,399,858	3,735,285
Private " "	279,718	150,452	430,170
Interior " "	763,778	227,385	991,163
Country Elevators	774,113	1,340,318	2,114,431
U.S. Atlantic Seaboard Ports			
Elevators in the East	2,871,748	793,545	3,665,293
Total	7,024,784	3,911,558	10,936,342
August 8, 1919—			
Public Terminal Elevators	808,003	3,912,941	720,944
Interior " "	136,879	535,745	672,624
Elevators in the East	3,677,066	3,451,632	7,128,698
Total	4,621,948	7,900,318	12,522,266
August 9, 1918—			
Public Terminal Elevators	69,771	4,483,904	4,553,675
Interior " "	83,652	642,028	725,680
Elevators in the East	1,939,125	3,306,690	5,245,815
Total	2,092,548	8,432,622	10,525,170
August 10, 1917—			
Public Terminal Elevators	3,698,069	5,031,513	8,729,582
Interior " "	319,180	143,707	462,887
Elevators in the East	4,671,211	7,293,553	11,964,764
Total	8,688,460	12,468,773	21,157,233
August 11, 1916—			
Public Terminal Elevators	11,225,176	8,809,646	20,034,822
Interior " "	510,934	114,391	625,325
Elevators in the East	7,217,110	4,494,570	11,711,680
Total	18,953,220	13,418,067	32,371,827
August 12, 1915—			
Public Terminal Elevators	616,606	1,724,133	2,340,739
Interior " "	24,270	53,906	78,176
Elevators in the East	1,085,289	1,000,024	2,085,313
Total	1,726,165	2,778,063	4,504,228

USE OF OIL AS FUEL IN DANISH INDUSTRIAL PLANTS.

(Trade Commissioner T. O. Klath, Copenhagen, in United States Commerce Reports.)

As a result of the continued coal shortage several factories in Denmark have decided to use oil as fuel, and a large shipbuilding plant in Copenhagen has already made arrangements to change its power-house equipment from coal to oil burners. At the present high price of coal it will undoubtedly be found much cheaper to use oil fuel to generate power. The continually diminishing coal imports are causing serious results in many industries, and the whole public has felt the shortage through the compulsory restrictive measures adopted by the government.

Quantity of United States Grain in Store Received and Shipped at the Public Elevators in the East for the week ending August 6, 1920, in comparison with the same period last year.

	Wheat.	Oats.	Barley.	Rye.	Corn.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Depot Harbour	201,380	21,981			11,447	234,808
Aberdeen Elevator Co.						
Midland Elevator Co.						
Tiffin (G.T.P.)						
Port McNicoll C.P.R.	81,483			107,120		188,603
Hbr. Commrs. 1 and 2	624,679		26,336	366,272	8,118	1,025,405
Total	707,542	21,981	26,336	473,392	19,565	1,448,816
Same period last year	391,942	450,679	108,426	372,504	41,834	1,365,385

Georgian Bay Ports.

	Receipts.		Shipments.	
	Water.	Rail.	Water.	Rail.
	Bush.	Bush.	Bush.	Bush.
Wheat	176,094			608,245
Oats				16,771
Rye	68,172			92,356
Corn	132,965			198,964

St. Lawrence Ports.

Montreal Harbour Commrs. 1 and 2—				
Wheat	59,791	217,407	198,602	
Barley		16,222	56,000	
Corn		5,614		3,323
Rye		131,184	49,695	

12-8-20 RP.

The Commercial Intelligence Service.

The purpose of the Commercial Intelligence Service is to promote the sale of Canadian products abroad and to provide Canadian Manufacturers and exporters with information regarding trade conditions and opportunities in countries in which Canadian goods are likely to find a market.

The Department gathers, compiles and publishes in the Weekly Bulletin and supplements thereto a large volume of useful commercial information. Persons desiring it and interested in Canadian production or export may have their names placed on the regular mailing list on application to the Department of Trade and Commerce, Ottawa. There is no subscription to the Weekly Bulletin but its circulation is strictly confined to Canada.

The Department invites correspondence from Canadian manufacturers and exporters upon all trade matters.

Preliminary Statement of Grains ground and Products produced therefrom in Eastern Canada, Western Canada, together with amount for the Dominion of Canada for the month of June, 1920.

Grain.	Eastern Division. Quantity bushels ground during month.			Western Division. Quantity bushels ground during month.			Dominion of Canada. Quantity bushels ground during month.		
	Merchant.	Custom or Exchange.	On Hand.	Merchant.	Custom or Exchange.	On Hand.	Merchant.	Custom or Exchange.	On Hand.
Wheat	552,925	108,571	412,407	1,648,975	157,857	1,666,689	2,201,900	266,428	2,079,096
Oats	253,314	26,476	153,082	114,820	44,585	165,804	368,134	71,061	318,886
Barley	9,451	15,929	20,798	100	7,383	11,619	9,551	23,312	32,417
Rye	5,462	267	1,942	11,418	320	3,845	16,880	587	5,787
Corn	51,263	1,495	20,493	.....	1,071	3,515	51,163	2,566	24,008
Buckwheat	1,075	5,118	660	500	.....	.....	1,575	5,118	660
Peas	5,281	884	3,328	.....	.....	.....	5,281	884	3,328
Mixed Grains	554	54,634	.....	.....	.....	.....	554	54,634	.....

PRODUCTS GROUND.

Wheat Flour Standard.	Units of Measure.	Eastern Division.	Western Division.	Total.
	Brls.			
Spring	196 lbs.	100,030	360,564	460,594
Winter	"	14,686	419	15,105
Blended	"	42,334	1,275	43,609
Total	"	157,053	362,257	519,310
Patents—				
Spring	"	.....	31,198	31,198
Winter	"	30	.....	30
Blended	"	123	.....	123
Total	"	153	31,198	31,351
Clears—				
Spring	"	.....	.....	
Winter	"	.....	.....	
Blended	"	47	.....	47
Total	"	47	.....	47
Low Grade or Feed	"	22,035	10,178	32,213
Shorts—Middlings	Tons	4,402	7,963	12,365
Bran	"	2,029	5,873	7,902
Oat Meal	Lbs.	1,456,686	198,235	1,654,921
Rolled Oats	"	2,979,475	2,106,408	5,085,883
Barley—Pot and Pearl	"	120,788	8,731	129,519
Flour and Meal	"	495,469	10,992	506,461
Rye—Flour and Meal	"	75,534	436,889	512,423
Corn—Flour	"	26,560	.....	26,560
Meal	"	909,861	.....	909,861
Cracked	"	877,989	.....	877,989
Buckwheat Flour	"	93,694	15,000	108,694
Peas—Meal	"	47,036	.....	47,036
Split	"	248,750	.....	248,750
Feed not otherwise specified	Tons	4,469	1,265	5,734

IMPORT OF CERTAIN LIVE ANIMALS PROHIBITED INTO FRANCE.

Tre following cable, dated August 12, has been received from Trade Commissioner Hercule Barré, Paris, respecting the prohibition of importation of certain live animals into France:—

"Decree published prohibiting importation into France of cattle, sheep, goats and swine from all countries except from French colonies and protectorates Prohibits also animals in transit. Prohibition effective from 7th August"

Receipts and Shipments of the different kinds of Canadian Grain at the Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in the Western Division, and Public Elevators in the East; also United States Atlantic Seaboard Ports for the week ending August 6, 1920.

		Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Public Terminal Elevators.								
Receipts	Rail	1,749,433	259,323	128,624	70,434	11,567	.....	2,210,381
Shipments	Vessel	928,205	129,088	241,053	116,825	30,463	.....	1,445,634
	Rail	46,454	122,272	14,293	2,225	1,669	.....	186,913
Private Terminal Elevators.								
Receipts	Rail	278,938	123,544	27,323	.....	.....	.....	429,805
Shipments	Vessel	117,510	.....	.....	.....	.....	.....	117,510
	Rail	107,444	118,320	29,392	.....	.....	.....	255,156
Interior Terminal Elevators.								
Receipts	Rail	4,403	10,561	2,590	9,782	2,372	.....	29,708
Shipments	Rail	259,795	22,510	3,986	8,133	2,607	.....	288,031
Country Elevators, West Division.								
Receipts	Rail	373,437	416,996	65,487	31,409	.....	.....	887,329
Shipments	Rail	747,473	641,542	107,500	67,005	.....	.....	1,563,520
Public Elevators in the East.								
Georgian Bay Ports.								
Receipts	Vessel	1,133,705	.....	275,062	.....	.....	.....	1,408,767
Shipments	Rail	1,054,258	1,500	122,956	.....	.....	.....	1,178,714
Lower Lake Ports.								
Receipts	Vessel	211,180	.....	.....	.....	.....	.....	211,180
	Rail	5,883	6,102	3,017	.....	.....	.....	15,002
Shipments	Vessel	297,935	.....	.....	.....	.....	.....	297,935
	Rail	16,088	1,444	383	.....	.....	.....	17,915
St. Lawrence Ports.								
Receipts	Vessel	103,229	.....	149,664	.....	.....	.....	252,893
	Rail	1,226,579	37,627	61,608	.....	.....	.....	1,325,814
Shipments	Vessel	177,224	3,850	366,029	.....	4,148	.....	1,091,251
	Rail	165,107	20,899	57,832	.....	.....	.....	243,838
Seaboard Ports.								
Receipts	Rail	.....	.....	.....	.....	.....	.....	.....
Shipments	Vessel	.....	.....	.....	.....	.....	.....	.....
Total, Public Elevators in the East.								
Receipts	Vessel	1,448,114	.....	424,726	.....	.....	.....	1,872,840
	Rail	1,232,462	43,729	64,625	.....	.....	.....	1,340,816
Shipments	Vessel	1,015,159	3,850	366,029	.....	4,148	.....	1,389,186
	Rail	1,235,453	23,843	181,171	.....	.....	.....	1,440,467
U.S. Atlantic Seaboard Ports.								
Receipts	Rail	.....	.....	.....	.....	.....	.....	.....
Shipments	Vessel	.....	.....	.....	.....	.....	.....	.....

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "The Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa," or The Secretary of the Canadian Manufacturers' Association, Toronto, Montreal, Winnipeg, Amherst, N.S., and Vancouver, or The Secretary of the Board of Trade at Toronto, Hamilton, Kingston, Brandon, Halifax, Montreal, Quebec, St. John, Sherbrooke, Vancouver, Victoria, Winnipeg, Edmonton, Calgary, Moosejaw, Saskatoon, Sault Ste. Marie, Fort William, Port Arthur, Moncton, Regina, New Westminster, B.C., Sydney (Cape Breton), North Sydney (Cape Breton), Guelph, Peterborough, Brantford, Kitchener, St. Mary's, Ont., Chambre de Commerce de Montreal, The London, Ont., Chamber of Commerce, The Stratford Chamber of Commerce, The Border Chamber of Commerce, Windsor, Ont., and Kitchener Manufacturers' Association.

Food Products.

1555. **Potatoes and onions.**—A firm of commission merchants desire to purchase for cash small schooner load lots of Irish potatoes and onions c.i.f. Mariel, Cuba. Prompt deliveries are desired.

1556. **Fowls, turkeys and ducks.**—A South African firm of commission agents covering all centres in the Union, and having offices in Cape Town, Johannesburg and Durban, ask for prices on fowl of all kinds, dressed and cleaned, in cold storage for cold storage shipment.

1557. **Butter and eggs.**—A Bradford, England, firm are interested in the importation of butter and eggs.

1558. **Apples.**—An organization in Cork, Ireland, wishes to get into touch with important Canadian exporters of apples.

1559. **Fruit.**—A Leicester, England, firm is open to purchase fresh apples and pears.

1560. **Canned fruits.**—A Leicester, England, firm is open to purchase all kinds of canned fruits.

1561. **Fruit.**—A Manchester firm is open to import apples and pears.

1562. **Fruit pulps and bacon.**—A Manchester firm inquires for exporters of fruit pulps and bacon.

1563. **Cheese, butter and eggs.**—A Manchester firm seeks offers of cheese, butter and eggs.

1564. **Lard, bacon, salmon.**—A Genoese firm is most anxious to hear from Canadian firms wishing to do business with Italy in the foregoing.

1565. **Eggs.**—A Manchester firm is anxious to receive offers of eggs.

1566. **Packing house products.**—A Manchester firm is in a position to handle all kinds of packing house products.

1567. **Grains and cereals.**—A house of commission agents in Naples would be glad to act as agent for Canadian firms in the above commodities.

1568. **Grains and cereals.**—A house in Naples is willing to represent Canadian houses wishing to do business with Italy in grains and cereals.

1569. **Cereals.**—A very favourably known firm in Milan, Italy, would be glad to get in touch with Canadian firms desiring to open up business relations with Italy in the foregoing.

1570. **Cereals.**—An old-established firm in Milan would be glad to hear from Canadian houses doing business in cereals.

1571. **Cereals, oleaginous seeds, alimentary products.**—A house of commission agents at Naples is anxious to secure Canadian agencies in the foregoing.

1572. **Wheat flour for sizing purposes.**—A Liverpool firm ask to be placed in touch with large millers exporting the above, with a view to business when conditions permit.

1573. **Oats, barley, etc.**—A Bolton, Lancashire, firm ask to be placed in touch with prospective shippers of oats, barley, peas, flour, etc.

1574. **Flour, canned goods and groceries.**—A firm of manufacturers' representatives are prepared to take up Canadian agencies in the Union of South Africa for flour, canned goods or any line suitable for the grocery trade.

1575. **Condensed milk and canned goods.**—A Hull firm are interested in receiving offers of condensed milk, tinned fruits and meats, for direct shipment.

1576. **Dried fish.**—A firm in Siracusa, Italy, wishes to open up correspondence with Canadian firms dealing in dried fish.

1577. **Starches and flours.**—A Manchester firm is prepared to consider offers of maize starch, potato starch, wheaten flour and wheat starch.

1578. **Starch.**—A Hull firm ask to be placed in touch with exporters of the above.

1579. **Foodstuffs.**—A Johannesburg, South Africa, manufacturers' agent is prepared to take up Canadian agencies in foodstuffs lines of all kinds.

1580. **Foodstuffs.**—A firm in Genoa is most willing to represent Canadian firms dealing in the above.

1581. **Food products.**—A firm in Modena, Italy, would be glad to get in touch with Canadian firms exporting food products.

1582. **Food products, fats, etc.**—A house in Turin, Italy, wishes to hear from Canadian houses interested in the foregoing.

1583. **Food products.**—An old-established Genoese firm would be very glad to buy food products in Canada.

Machinery, Tools and Hardware.

1584. **Electrical apparatus.**—A firm in Roumania desire to receive price lists and quotations as well as other particulars from Canadian firms in a position to export electrical apparatus.

1585. **Industrial machinery and tools.**—A Genoese firm would be glad to enter into negotiation with Canadian firms with the end in view of representing them in Italy.

1586. **Machinery.**—A house in Milan, Italy, wishes to purchase machinery in Canada.

1587. **Cranes, machinery, hardware, etc.**—A house in Turin, Italy, is willing to purchase the above in Canada.

1588. **Machinery.**—A firm in Roumania desires to receive quotations and other particulars from Canadian firms in a position to export all kinds of electrical machines.

1589. **Machinery.**—A house in Milan, Italy, is anxious to represent Canadian houses dealing in machinery.

1590. **Agricultural and industrial machinery.**—A most important house in Rome would be glad to hear from Canadian firms dealing in the above.

1591. **Agricultural machinery and implements.**—A most important association in Turin, Italy, wishes to purchase agricultural machinery and implements in Canada.

1592. **Agricultural machinery.**—A very important firm in Milan, Italy, is most anxious to secure Canadian agencies.

1593. **Agricultural and industrial machinery, pumps.**—An old-established firm in Naples dealing in agricultural and industrial machinery and pumps would welcome proposals from Canadian exporters.

1594. **Agricultural machinery.**—A most important Turin company would be glad to enter into negotiations with Canadian firms with the end in view of representing them in Italy.

1595. **Agricultural machinery.**—An important house in Milan, Italy, would be very glad to represent Canadian firms dealing in the above.

1596. **Agricultural machinery.**—An important firm in Turin, Italy, is most willing to represent Canadian manufacturers of agricultural machinery.

1597. **Envelope-making machines.**—A firm of export and import merchants in Karachi, India, wish to secure envelope-making machines made in Canada.

1598. **Electric machinery and materials.**—A Cape Town firm of electric engineers are prepared to take up the South African representation of Canadian electric machinery and materials of all kinds.

1599. **Lorries, electric.**—A South African firm of electrical engineers, organized for agency work, are seeking the agency for an electric lorry made in Canada.

1600. **Automobile accessories** —A firm in Naples would like to buy in Canada automobile accessories.

1601. **Automobile parts and accessories.**—A company in the south of England about to manufacture light touring automobiles upon a large scale is open to contract for the purchase of large quantities of parts and accessories, and invites offers, accompanied by blue-prints from Canadian manufacturers in a position to make regular shipments of: machined spiral axle bevel gears and differential gears; machined front axle complete, consisting of front axle, stamping, swivels, hub, Hyatt roller bearings; machined connecting rods, including the stamping and white metal lining at big end; machined 8-cylinder crank-shafts, including stamping; chassis frame pressing; laminated road springs; radiators; Ball journal bearings, in mm. size.

1602. **Automobiles and sidecars.**—A firm in Macerata, Italy, would buy on its own account the foregoing articles or act as representatives for Canadian firms.

1603. **Automobile and bicycle accessories.**—A Milanese firm would be glad to act as commission agents for Canadian firms exporting the above.

1604. **Automobile and bicycle accessories.**—A very important Milanese firm would act as representative for Canadian houses dealing in the above.

1605. **Auto accessories.**—A Cape Town commission agent covering all centres of the Union is seeking auto accessories agencies.

1606. **Motor cycles and accessories and phonograph motors.**—A Hull, England, firm is interested in the importation of cycles, motor cycles and motor car accessories, parts, etc., also phonograph motors and parts.

1607. **Machinery, hardware, pumps, etc.**—A most important firm in Genoa is willing to consider offers from Canadian firms dealing in machinery, hardware, pumps, etc.

1608. **Hardware.**—A firm in Turin inquires for Canadian supplies of hardware.

1609. **Hardware.**—A firm in Rome wishes to buy hardware in Canada.

1610. **Hardware.**—A commission agency firm ask for correspondence from Canadian manufacturers who may want representation in South Africa on all lines of hardware and iron and steel goods for the ironmongery trade.

1611. **Hardware** —A company at Arona, Italy, with branch offices at Milan, Genoa, Bologna, and Turin, carrying on business in hardware, would be glad to do business with Canada.

1612. **Hardware.**—A Johannesburg manufacturers' agent is prepared to take up Canadian agencies in hardware lines.

1613. **Hardware.**—A very important Milanese firm state their desire to buy hardware in Canada.

1614. **Metals, hardware, etc.**—A firm in Cairo, Egypt, prepared to purchase some lines and handle others on commission, is desirous of getting into touch with Canadian manufacturers able to ship the following: wire nails, screws, bolts, locks, hinges,

enamelware, copper and brass sheets, and hardware generally. Terms cash against documents.

1615. **Hardware, novelties, metals.**—A house in Naples wishes to hear from Canadian houses dealing in the foregoing articles.

1616. **Iron and steel goods, hardware, tools, etc.**—A Cape Town commission agent is seeking agencies for all of the lines mentioned above.

1617. **Machine tools.**—A Cape Town manufacturers' representative is prepared to consider offers of agency for the Union on machine tools, gears, etc.

1618. **Machinery, machine tools.**—A South African firm of machinery agents are prepared to take up Canadian agencies for mechanical machinery of all kinds and machine tools.

Mr. W. J. Egan, Canadian Government Trade Commissioner: "This firm may be recommended to any of our Canadian engineering plants making inquiry as to their names."

1619. **Machine tools.**—A firm in Roumania desire to receive quotations and other particulars from Canadian firms in a position to export all kinds of machine tools.

1620. **Tools.**—A firm in Roumania desires to receive quotations and other particulars from Canadian firms in a position to export all kinds of tools.

1621. **Logging tools.**—Established Swedish importing house wishes to be placed in touch with Canadian manufacturers of peavies, and other logging tools. Would also consider offers of other articles for markets of Sweden, Norway and Finland.

1622. **Electric material, wood working machinery, tools.**—A house in Novi Ligure (Genoa) inquires for Canadian electric material, wood working machinery and tools.

1623. **Pumps, sanitary ware, agricultural machinery.**—A very old established firm in Genoa wishes to do business with Canada in the foregoing.

Textiles and Wearing Apparel.

1624. **Silk textiles, wool, flax, silk and cotton stockings and socks.**—An important Milanese house is willing to buy the above in Canada or act as representative for Canadian firms.

1625. **Women's and men's apparel.**—A house in Naples wishes to do business with Canada in the foregoing.

1626. **Cotton textiles.**—A Genoese firm wishes to buy cotton textiles in Canada.

1627. **Woollen and cotton textiles.**—A Milanese company would like to open up correspondence with Canadian exporters.

1628. **Woollen and cotton textiles.**—A firm in Turin is disposed to do business with Canada in the above mentioned articles.

1629. **Textiles, furs.**—A firm of commission agents in Milan is most anxious to secure Canadian agencies.

1630. **Cotton waste.**—A Manchester firm is always open to consider offers of cotton waste.

1631. **Wearing apparel.**—A firm in Naples is anxious to hear from Canadian firms desiring to do business with Italy in the foregoing.

Miscellaneous Inquiries and Representation Abroad.

1632. **General merchandise.**—A firm of general import and export merchants at Milan wishes to buy general merchandise in Canada.

1633. **General merchandise.**—An important American firm of general import and export merchants is most anxious to enter into negotiation with Canadian houses desiring to open up business with Italy.

1634. **General merchandise.**—A house of commission agents in Rome is prepared to treat with Canadian exporters to Italy of general merchandise.

1635. **General exports to Holland.**—Established American trading company with head office in New York and thirty branches throughout the world write from their Rotterdam office to be placed in touch with first-class Canadian firms who would be interested in the exportation of Canadian products to Holland.

1636. **General merchandise.**—A firm in Catania, Sicily, with very good business connections, is willing to consider offers from Canadian firms wishing to export general merchandise to Italy.

1637. **General merchandise.**—A house of commission agents in Milan would be glad to represent Canadian houses wishing to export general merchandise to Italy.

1638. **Trade with India.**—A trading company in India wish to get into communication with Canadian exporters of the following articles: paper (newsprint, writing and printing); confectionery, chemicals, green copperas, magnesium chloride, zinc chloride, Epsom salts, nails, screws (wood and machine), copper wire, tin plate, etc.

1639. **General merchandise.**—An important company in Naples is willing to consider Canadian offers for general merchandise.

1640. **Manufacturers' representatives.**—A Cape Town firm of commission agents covering all centres of South Africa are prepared to take up the representation of Canadian firms for the Union. Both partners are returned soldiers, and were manufacturerers' representatives before going to the front.

Mr. W. J. Egan, Canadian Government Trade Commissioner, Cape Town, writes: "This firm are sure to give satisfaction on any line, except machinery, which they may take up. They are highly recommended by the best firms in South Africa."

1641. **Agencies.**—A returned young officer of the Canadian army, now in South Africa, purposes establishing himself in the agency business. Correspondence is invited from Canadian manufacturers, exporters and indent or shipping houses.

Mr. W. J. Egan, Canadian Government Trade Commissioner, Cape Town, writes: "I know nothing of Mr. Diespecker; he appeals to me as a very earnest young man. The only experience which he has had is office work. He gives as references—General Currie, Brigadier-General R. P. Clarke, Victoria, B.C., and Major Fisher, of the Enterprise Foundry Co., Sackville, N.B."

1642. **General merchandise.**—A firm of commission agents in Rome is anxious to secure the exclusive agency of Canadian houses exporting general merchandise.

1643. **General merchandise.**—A house in Naples is prepared to consider offers from shippers of general merchandise.

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

45. **R.S.**—Demobilized soldier just returned after four years' overseas service, aged twenty-three, desire to get in touch with party proceeding to England and France, to act as assistant salesman with some Canadian agencies. Has pleasing personality and thoroughly acquainted with England and France.

46. **R.S.**—A returned Canadian officer who held a commission in the R.F.C. and R.A.F. and spent five years overseas desires to represent two or three Canadian manufacturers on a commission basis. Before the war he was a commercial traveller for five years. Good connections in England. Willing to work hard to establish lines handled and is prepared to sail immediately arrangements are completed.

47. **R.S.**—A returned soldier who previous to four years' service in the war was engaged in the retail lumber business in New Brunswick for eighteen years desires to take up Canadian agencies in Europe. He is prepared to work on a commission basis and to go abroad at his own expense.

48-49 R.S.—Two young men who were in service overseas have just arrived in Canada from the West Indies and seek employment with firms as buyers or sellers of products in the British West Indies. They have a good knowledge of the customs and trade of the islands.

50. R.S.—A Canadian field officer, at present holding important Government appointment, possessing English and Canadian legal qualifications, and with fifteen years' business experience, desires a position in Japan, Hong Kong, or other place of warmer climate, as representative or manager (on a salary basis) of some business corporation. Has had considerable experience in organization and administration and handling of a large staff. Will supply excellent references.

51. R.S.—A Canadian who served in the French army from 1914 to 1919 proposes to return to Europe and would like to represent Canadian manufacturers in France and Belgium.

52. R.S.—A Canadian who saw four years' service overseas with the Canadian forces and has recently returned from Canada to England is desirous of being brought in touch with Canadian manufacturers who are looking for representation in the British Isles and France. He has excellent connections both in England and France, and would like to handle general lines. References.

53. R.S.—Canadian officer (four years' active service), university graduate, with good address, good knowledge of Danish, German, and French languages, and with family connections in highest business circles in Denmark, desires position representing firm of Canadian exporters in Scandinavian countries.

54. R.S.—Two returned soldiers having good connections with Poland wish to act as resident agents for Canadian firms. They have at present a representative in Warsaw, Poland, who is anxious to obtain celluloid specialties, also elastic used in the manufacture of men's suspenders and ladies' garters. Samples in all colours requested with quotations.

55. R.S.—A Canadian lawyer of Scottish descent, speaking and writing fluent French and with a good working knowledge of Russian, special knowledge of law and finance, and very considerable executive experience, seeks a position as commercial representative. Prepared to go abroad immediately provided that salary and conditions are satisfactory.

56. R.S.—A Canadian who served in France is about to take a business trip, during which he will visit England, France, and probably Switzerland, Spain, and Italy, and then proceed to North Africa and South Africa. He would like to represent Canadian manufacturing firms. He has had experience in selling engineering machinery, building supplies, etc., and would prefer to represent that class of manufacturers, but is willing to undertake any commission.

57. R.S.—Ex-naval officer (Accountant Branch), full war service, seventeen years resident in Canada, with banking experience, visiting London on business early in May, and would be glad to execute commissions of any kind that will bear the closest investigation.

58. R.S.—Returned officer, single, desires to represent Canadian manufacturer in Italy, from whence he has recently returned. Speaks Italian and French, and is conversant with Italian trade and customs.
and will cover seven countries on his trip.

59. R.S.—A returned business man, aged 43, very active, wh qualified for a commission with staff duties, from the ranks, with over three years' service in Canada, England, and France, C.E.F., will entertain proposals for agency proposals. Now established as manufacturers' agent for foreign and domestic markets, general importing and exporting. His business training covers over twenty years' experience with representative concerns in New York city, Pittsburg, and elsewhere. He has thorough working knowledge of import and export technique, gained by operations from the ports of New York, Vancouver, and Victoria. Particularly desires Eastern Canadian

connections in machinery and metal products for sale in British Columbia or as manufacturers' export agent at Pacific seaboard. Can also use desirable connections in the Far East to mutual advantage.

60. **R.S.**—A Canadian who served four years overseas is at present acting as travelling salesman for a wholesale stationery company in Canada, but proposes to leave shortly for London, England, with the intention of opening up an agency there. He would like to get into communication with Canadian manufacturers who require representation.

61. **R.S.**—Ex-officer, graduate of McGill University in arts and law, with extensive experience in mortgage, land, and insurance organization, good linguist, with knowledge of Spanish and Portuguese, wishes to go to South America as representative of export firms.

62. **R.S.**—Two returned soldiers who are carrying on a commission business in New Westminster, B.C., would like to secure agencies for Canadian manufactures. They are especially interesting in woodworking industries.

63. **R.S.**—A returned soldier well acquainted with wholesale shipping and manufacturing firms in the United Kingdom, where he was a manufacturers' agent prior to 1912, proposes establishing in the United Kingdom an agency for Canadian goods. He has financial backing to the extent of $50,000, and has arranged for some Canadian agencies, but wishes to secure additional agencies for both manufactured goods and food products.

64. **R.S.**—Returned soldier, good business training, well connected in Scotland, holding teacher's certificate in Scotland and possessing tact, fluency, and executive ability, desires to represent manufacturer in British Empire. Unmarried.

65. **R.S.**—Returned soldier, Belgian born, formerly employed as interpreter on headquarters staff, intends visiting Europe on business. Would undertake commissions or the selling of goods on a commission basis. Speaks four languages fluently,

66. **R.S.**—A former officer of the Canadian Expeditionary Force, with experience as general sales agent and pre-war connections in England and Belgium, is leaving for Brussels in October and seeks representation for any Canadian firms interested. Would also undertake special commissions and inquiries on behalf of Canadian manufacturers.

67. **R.S.**—Two Canadian officers who served for three years in the British Army in Mesopatamia have established themselves as merchants in Bagdad, Mesopatamia. They would like to get in touch with Canadian exporters both of food products and manufactured goods. They are particularly interested in wire fencing and reinforced concrete posts, brick-making machinery, fuel oil engines from 20 to 40 horse-power with centrifugal pump for irrigation with lift of 25 feet.

68. **R.S.**—Ex-officer of the Imperial Army, now repatriated and established as importer and exporter in Toronto, wishes to be placed in touch with manufacturers who are considering the Indian market. Served in the Indian theatre for three years, and had the opportunity for studying Indian industry after the armistice.

69. **R.S.**—Representation in Central and South America: Captain in Canadian Expeditionary Forces, four years active service overseas, wishes to secure representation of Canadian manufacturers who are disposed to open commercial relations in Central and South America. At present connected with large American export firm. Recently returned from a trip to Central and South America, where prospects looked very good for Canadian goods. Spent several years in this territory previous to going overseas. Speaks English, Spanish and French. Best references furnished.

PROPOSED SAILINGS FROM CANADIAN PORTS.*

Subject to change without notice.

From Quebec.

To LIVERPOOL.—*Prince Frederick Wilhelm,* C.P.O.S. Line, about August 23; *Victorian,* C.P.O.S. Line, about September 1; *Empress of France,* C.P.O.S. Line, about September 8; *Empress of Britain,* C.P.O.S. Line, about September 15.

From Montreal.

To LIVERPOOL.—*Canadian Trapper,* Canadian Government Merchant Marine, Ltd., about August 17; *Corsican,* C.P.O.S. Line, about August 21; *Megantic,* White Star-Dominion Line, about August 21; *Canada,* White Star-Dominion Line, about August 24; *Melita,* C.P.O.S. Line, about August 28; *Dominion,* White Star-Dominion Line, about September 4; *Minnedosa,* C.P.O.S. Line, about September 11.

To LONDON.—*Batsford,* C.P.O.S. Line, about August 17; *Dunbridge,* C.P.O.S. Line, about August 18; *Tunisian,* C.P.O.S. Line, about August 20; *Bosworth,* C.P.O.S. Line, about August 20; *Cornish Point,* Manchester Liners, about August 21; *Verentia,* Cunard Line, about August 25; *Canadian Signaller,* Canadian Government Merchant Marine, Ltd., about August 28; *Bothwell,* C.P.O.S. Line, about September 11.

To GLASGOW.—*Saturnia,* Anchor-Donaldson Line, about August 21; *Scandinavian,* C.P.O.S. Line, about August 28; *Sicilian,* C.P.O.S. Line, about September 8; *Cassandra,* Anchor-Donaldson Line, about September 11.

To NEWCASTLE-ON-TYNE.—*Cairndhu,* Thomson Line, about September 6.

To PLYMOUTH.—*Kamarima,* Fracanda Line (Canada Steamship Lines, general agents), about September 10.

To SOUTHAMPTON.—*Scandinavian,* C.P.O.S. Line, about August 28; *Grampian,* C.P.O.S. Line, about September 10.

To AVONMOUTH DOCK (BRISTOL).—*Louisiana,* Cunard Line, about August 22; *Turcoman,* Dominion Line, about September 8; *Montcalm,* C.P.O.S. Line, about September 17.

To CARDIFF AND SWANSEA.—*Canadian Voyageur,* Canadian Government Merchant Marine, Ltd., about August 20.

To MANCHESTER.—*Manchester Division,* Manchester Liners, about August 19; *Manchester Division,* Manchester Liners, about August 26.

To HULL.—*Rossano,* Furness Line, about August 18; *Mendip Range,* Furness Line, about September 5.

To LEITH.—*Cairnmona,* Thomson Line, about September 5; *Cairndhu,* Thomson Line, about September 6.

To DUBLIN.—*Ramore Head,* Head Line, about August 31.

To ANTWERP.—*Batsford,* C.P.O.S. Line, about August 17; *Dunbridge,* C.P.O.S.-Furness Line, about August 18; *Bosworth,* C.P.O.S. Line, about August 27; *Scandinavian,* C.P.O.S. Line, about August 28; *Grampian,* C.P.O.S. Line, about September 10.

To ROTTERDAM.—*Fanad Head,* Head Line, about August 28.

To HAMBURG.—*Dunbridge,* C.P.O.S. Line, about August 18; *Fanad Head,* Head Line, about August 28.

To HAVRE.—*Tunisian,* C.P.O.S. Line, about August 20; *Kamarima,* Fracanda Line (Canada Steamship Lines, general agents), about September 10.

To BORDEAUX.—*Georgie,* Fracanda Line (Canada Steamship Lines, general agents), about August 27.

To SWEDEN.—*Bia,* Manchester Liners, early September.

**These sailings are not complete, but are compiled from lists of prospective sailings supplied by shipping companies.*

To South Africa (Cape Town, Port Elizabeth, East London, Durban, and Delagoa Bay).—*New Brunswick,* Elder-Dempster Line, about August 30.

To West Africa (Dakar, Sierre Leone, Seccondee, Accra, Lagos, etc.).—A steamer, Elder-Dempster Line, about August 31.

To Australasian Ports (Melbourne, Sydney, Auckland, Wellington, and Dunedin).—*Otira,* New Zealand Shipping Co., about August 20.

To Montevideo, Buenos Aires, and Rosario.—*Hostilius,* Houston Line, about August 30.

To Rio de Janeiro, Montevideo, and Buenos Aires.—*Canadian Seigneur,* Canadian Government Merchant Marine, Ltd., about September 10.

To Barbados, Trinidad, and Demerara.—*Canadian Observer,* Canadian Government Merchant Marine, Ltd., about August 25.

To Kingston (Jamaica).—*Canadian Adventurer,* Canadian Government Merchant Marine, Ltd., about August 26.

To St. John's, Nfld.—*Canadian Miner,* Canadian Government Merchant Marine, Ltd., about August 27.

To India and Far Eastern Ports.—*Canadian Pioneer,* Canadian Government Merchant Marine, Ltd., about August 25; *City of Agra,* Ellerman-Bucknalls, about August 30; *Halesius,* Houston Lines, about September 25; *City of Melbourne,* Ellerman-Bucknalls, about October 10.

From St. John.

To Barbados, Trinidad, Demerara, and British West Indies.—*Chignecto,* Royal Mail Steam Packet Co., about August 22.

From Halifax.

To British West Indies.—*Chaleur,* Royal Mail Steam Packet Co., about August 20.

From North Sydney.

To St. John's, Nfld.—*Sable I.,* Farquhar & Co., Ltd., about August 22.

From Vancouver, B.C.

To Australia and New Zealand.—*Canadian Winner,* Canadian Government Merchant Marine, Ltd., about September 15; *Niagara,* Canadian-Australian Line, about September 15; *Tahiti,* Canadian-Australian Line, about September 20.

To Yokohama, Kobe, Nagasaki, Hong Kong, and Manila.—*Ixion,* Blue Funnel Line, early September.

To Yokohama, Kobe, Moji, Shanghai, and Hong Kong.—*Monteagle,* C.P.O.S., about September 14.

To Yokohama, Kobe, Nagasaki, Shanghai, Manila, and Hong Kong.—*Empress of Asia,* C.P.O.S. Line, about August 26.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

G. B. Johnson, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rua Gonçalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

H. A. Chisholm, Canadian Government Trade Commissioner, 501 and 502, Teniente Rey 11, Havana. Casa de Corres—Apartado 1290. *Cable Address, Cantracom.*

France.

Hercule Barré, Canadian Government, Trade Commissioner, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland and Belgium.

A. Stuart Bleakney, Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

India.

H. R. Poussette, Canadian Government Trade Commissioner, c/o H. M. Trade Commissioner, McLeod House, Dalhousie Square, Calcutta.

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, vie Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; office 50-B Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Westminster House, Adderley Street, Cape Town. *Cable Address, Cantracom.*

South Eastern Europe.

L. D. Wilgress, Canadian Government Trade Commissioner, Athenee Palace Hotel, Bucharest. *Cable Address, Canadian.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commisioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

J. Vernon McKenzie, Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address Sontums.*

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

W. C. Noxon, Director, Overseas Trade Branch of the Department of Trade and Commerce, 1 Regent Street, S.W. 1, Eng. *Cable Address, Canmission.*

United States.

John A. Cooper, Director Dominion Bureau of Information, 1463 Broadway, New York City.

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:
Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:
Valparaiso, British Consul General.

Colombia:
Bogota, British Consul General.

Ecuador:
Quito, British Consul General.
Guayaquil, British Consul.

Egypt:
Alexandria, British Consul General.

France:
Havre, British Consul General.
Marseilles, British Consul General.

India:
Calcutta. Director General of Commercial Intelligence.

Italy:
Genoa, British Consul General.
Milan, British Consul.

Mexico:
Mexico, British Consul General.

Netherlands:
Amsterdam, British Consul.

Panama:
Colon, British Consul.
Panama, British Vice-Consul.

Peru:
Lima, British Vice-Consul.

Portugal:
Lisbon, British Consul.

Spain:
Barcelona, British Consul General.
Madrid, British Consul.

Sweden:
Stockholm, British Consul.

Switzerland:
Geneva, British Consul.

Uruguay:
Monte Video, British Vice-Consul.

Venezuela:
Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 248 St. James Street, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows: H.M. Trade Commissioner, 6 Royal Exchange Place, Calcutta, India, that of the Commissioner for the Straits Settlements is: Mr. A. F. G. Anderson, H.M. Trade Commissioner, Singapore, Straits Settlements.

LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE DEPARTMENT OF TRADE AND COMMERCE.

(Revised to September 15, 1919.)

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report re Mail Subsidies and Steamship Subventions.
Canada and the British West Indies (1915). (Out of print.)
Canada The Country of the Twentieth Century (1915). (Out of print.)
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Report of the Canadian Economic Commission (Siberia), 1919.
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Russian Trade (1916).
Trade of South China (1919).
Trade with China and Japan (1914).
Timber Import Trade of Australia (1917).
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Toy Making in Canada (1916).
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

BUREAU OF STATISTICS PUBLICATIONS.

Annual Report of the Trade of Canada.
Annual Report on the Coal Trade of Canada (1918).
Annual Report on the Grain Trade of Canada.
Beet Sugar Industry (The), (1908).
Canada Year Book (The), (Annual).
Criminal Statistics (Annual).
Directory of the Chemical Industries in Canada (1919).
Monthly Bulletin of Agricultural Statistics.
Monthly Coal Statistics.
Monthly Cold Storage Statistics.
Monthly Report of the Trade of Canada.
Report of the Fifth Census of Canada:
- Vol. I. 1912, Areas and Population by Provinces, Districts and Sub-districts, with introductions, etc. (Out of print.)
- Vol. II, 1913, Religions, Origins, Birthplace, Citizenship etc.
- Vol. III, 1913, Manufactures, 1911.
- Vol. IV, 1914, Agriculture, 1911 (Out of print.)
- Vol. V, 1915, Forest, Fishery, Fur, etc.
- Vol. VI, 1915, Occupations.

Report on the Census of Industry, 1917:
- Part I. Agricultural Statistics.
- Part II. Dairy Factories.
- Part III. Fisheries.
- Part IV. Section I, Lumber, Lath, Shingles, etc.
- Part IV, Section II, Pulp and Paper.
- Other parts in preparation.

Report of Census of Prairie Provinces (Population and Agriculture), 1916.
Report of Conference on Vital Statistics, June, 1918.
Report of Postal Census of Manufactures, 1916.
Special Report on Foreign Born Population.

VOL. XXIII. AUGUST 23, 1920 No. 864

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



Queen's College, Port of Spain, Trinidad. There are many fine educational buildings in the British West Indies. (See page 518).

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa. Monday, August 23, 1920. No. 864.

TRADING IN SPAIN.

The special report on Trading in Spain, which Mr. W. McL. Clarke, Canadian Trade Commissioner to Italy, prepared as a result of his tour of investigation in the Peninsula which was undertaken last year, has been published as a Supplement to the *Weekly Bulletin* of the Department of Trade and Commerce.

The report with the appendices and index makes a pamphlet of 116 pages. The report proper includes sections on the economic and social outlook in Spain; on the Spanish market and the prospects for Canadian trade therein; and on export trade accessories, including propaganda, advertising, samples, language, weights and measures, quotations, terms of payment and credit, and delivery of goods. There are also chapters devoted to banking, railways, shipping, postal and telegraph services, tariffs, commercial taxation and trade marks, and there are a mass of facts about Spain and its trade prospects. Among other matter in the appendices will be found statistics of Canadian and United States imports and exports. The work contains a sketch map of the cities of Spain and is illustrated.

Copies of the pamphlet may be obtained on application to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

PRESENT OWNERSHIP OF WORLD'S MERCANTILE SHIPPING.

Trade Commissioner Harrison Watson.

London, July 30, 1920.—The notes which Lloyd's Register of Shipping issue with their annual Register Book are usually mainly devoted to some particular subject, and this year the feature is a comparison with the steam tonnage owned by the principal countries before the war and at the present time, supplemented by an estimate of what the respective figures would have been if the war had not taken place.

THE ACTUAL POSITION.

In illustrating the present situation by the table which follows, it is stated that as the percentage of sailing vessels to the world's total tonnage is now less than 6 per cent, as compared with just over 8 per cent in 1914 and nearly 22 per cent in 1902, it is considered convenient to exclude sailing vessels.

In this connection it is, however, remarked that the reduction in sailing tonnage since June, 1914, amounting to 641,000 tons, is a much smaller decrease than that which occurred in previous periods of six years, which shows that shortage of tonnage has given a new life to the construction of sailing vessels. The United States is, however, the only country which has increased sailing tonnage since 1914, and at present 43 per cent is owned in that country. This figure, however, includes a large proportion of sailing barges.

Other countries which still possess any considerable amount of sailing tonnage are the British Empire (140,000 tons), France (282,000 tons), and Norway (240,000 tons).

STEAM TONNAGE.

The following table shows the steam tonnage owned by the principal maritime countries before and after the war:—

Country	June, 1914. Tons gross.	June, 1920. Tons gross.	Difference between 1914 and 1920. Tons gross.
United Kingdom	18,892,000	18,111,000	— 781,000
British Dominions	1,632,000	2,032,000	+ 400,000
America (United States)—			
Seagoing	2,027,000	12,406,000	+ 10,379,000
Great Lakes	2,260,000	2,119,000	— 141,000
Austria-Hungary	1,052,000	nil	—
Denmark	770,000	719,000	— 51,000
France	1,922,000	2,963,000	+ 1,041,000
Germany	5,135,000	419,000	— 4,716,000
Greece	821,000	497,000	324,000
Holland	1,472,000	1,773,000	+ 301,000
Italy	1,430,000	2,118,000	+ 688,000
Japan	1,708,000	2,996,000	+ 1,288,000
Norway	1,957,000	1,980,000	+ 23,000
Spain	884,000	937,000	+ 53,000
Sweden	1,015,000	996,000	— 19,000
Total abroad	26,512,000	35,794,000	+ 9,282,000
World's total	45,404,000	53,905,000	+ 8,501,000

The figures speak for themselves, but it may be noted that, notwithstanding the large amount of ex-enemy tonnage provisionally allocated to British management, there are at present 781,000 tons less of steamers owned in the United Kingdom than before the war, and similarly the figures for France and Italy include a considerable number of ex-enemy ships.

The outstanding feature of the altered conditions is an increase of the sea-going tonnage owned by the United States by nearly 10,400,000 tons, or over 500 per cent on the 1914 figures; while German shipping, which had over 5,000,000 tons of merchant steamers and occupied the second position in the world in 1914, has now sunk to the insignificant total of 419,000 tons.

Indeed, the relative position of several countries has materially changed. In 1914 the United Kingdom owned 41·6 per cent of the world's tonnage, while the present percentage is 33·6; Norway, which formerly occupied the fourth place, is now seventh; and Japan has risen from sixth to third.

Excluding vessels trading on the Great Lakes of North America (about 2,300,000 tons), the United Kingdom percentage of the world's sea-going steam tonnage has decreased from 43·9 in 1914 to 35·1 in 1920, while the proportion of the United States has risen from 4·7 per cent to 24 per cent.

The present position of the merchant steam tonnage as compared with 1914 is summarized thus:—

	Tons.
Decrease in the United Kingdom	781,000
Loss to Germany	4,716,000
Total	5,497,000
Increase in the United States	10,379,000
Increase in other countries	3,619,000
Total	13,998,000
Net world's increase	8,501,000

IF THERE HAD BEEN NO WAR.

As the interesting question has frequently been raised, "What would tonnage be if there had been no war?" the following careful estimate has been prepared:—

Eliminating iron and wood tonnage and all vessels trading on the Great Lakes of North America and assuming that the ratio of increase during the period 1914-20 would have been about four-fifths of the average ratio of increase which took place during the previous six years—which period, as it happens, included three poor years (1908-11) and three goods years (1911-14)—the result is as follows:—

Estimate of the Tonnage of Sea-going Steel Steamers which would be in existence in 1920, if there had been no war.

	Tons.
United Kingdom	21,420,000
United States	2,155,000
Germany	6,478,000
Other countries	21,050,000
Total	51,103,000

To obtain figures regarding the actual tonnage owned at present which could be correctly compared with the above estimate it will be necessary to take into account the considerable amount of ex-German tonnage, the allocation of which is not known, but presuming that it would be distributed in somewhat similar proportions as have taken place up to now, the figures would be about as follows:—

	Tons.
United Kingdom	18,500,000
United States	10,992,000
Germany	375,000
Other countries	17,720,000
Total	47,587,000

The difference therefore between the latter figures and the estimate of what would have occurred but for the war is as follows:—

	Tons.
United States—a gain of	8,837,000
United Kingdom—a loss of	2,920,000
Germany—a loss of	6,103,000
Other countries—a loss of	3,330,000
Total loss	12,353,000
Net world's loss	3,516,000

Dealing only with these figures apart from the question of efficiency the result appears to be that, notwithstanding the great expansion in the shipbuilding industry, the world as a whole is still about 3,500,000 tons of steel steam tonnage to the bad as compared with the above estimate.

As regards the United Kingdom, in which country during the war merchant shipbuilding had to take second place, and which after the war has transferred so many vessels to other flags, the present totals show a decrease of nearly 3,000,000 tons of steel steamers as compared with what could reasonably have been expected but for the world war.

On the contrary, in the United States the increase during this period has been such as to bring the total tonnage of sea-going steel steamers actually equal to the combined totals of the principal European maritime countries mentioned in the above table (other than the United Kingdom).

The general inference which may reasonably be drawn from the position set forth here, combined with the activity in construction shown in Lloyd's June Report on Shipbuilding, is that while freights are not likely to fall to pre-war level, there must inevitably be a further substantial reduction in current rates of transportation, and that before long.

CANADIAN REGISTERED VESSELS.

In conclusion, as Canada's share of steam tonnage is included in the table reproduced, under the heading "British Dominions," it seems interesting to state that according to statistics published in the Register Book, Canada is recorded as owning 853,660 tons of steam and motor vessels (sea-going and lakes) of steel, iron, wood and composite, supplemented by 312 sailing vessels of all descriptions with a gross tonnage of 122,673.

GLASGOW BUYING STEEL RAILS FROM THE UNITED STATES.

Trade Commissioner J. Vernon McKenzie.

Glasgow, August 5, 1920.—A contract for 10,000 tons of steel rails and fishplates is expected to be awarded very shortly by the Glasgow corporation to the United States Steel Products Co. The sending of this contract abroad has caused a great deal of controversy not only in local municipal circles, but also in the wider field of commerce throughout the country.

The corporation invited twenty-one firms to tender for this particular order, and out of these only two applied—one United States firm and one English firm, the home firm being £4 10s. per ton higher in their price than their foreign competitor. The relative prices were in the neighbourhood of £28 and £24.

The Glasgow Tramways Committee recommended that the offer of the United States Steel Products Co. be accepted, owing to the fact that there would be a saving of more than £40,000 on the order, but definite acceptance has not yet been given owing to the fact that, under the standing orders of the town council of Glasgow, agents acting for firms in a foreign country must send to the corporation a duly authenticated guarantee that the work will be carried through under trade union conditions. This guarantee has not yet been given, and a member of the council has alleged that in the United States the steel worker is lower paid and works longer hours than in this country, and also that the United States Steel Products Co. with another company was responsible for the failure of a conference of employers and workers called not long ago to form some organization for the prevention of useless strikes. He objected to the steel workers in Scotland and England being exposed to competition from a United States firm by whom trade unions are not recognized.

It is presumed that on the receipt of the guarantee the contract will be forthwith awarded.

CANADIAN TENDERS ASKED.

The general manager of the Glasgow Tramways writes as follows to the Canadian Government Trade Commissioner at Glasgow:—

"If there are any firms in Canada, rollers of tram rails, to whom future inquiries would be of interest, I shall be glad to receive a note of their names and addresses. In the way of renewals of our track, this present order of 10,000 tons represents our requirements for two years, but there is the possibility that some of the extensions for which we have powers may be gone on with, and in this case the rails might, no doubt, be used up in about half this time."

If any Canadian manufacturers of tramway equipment suitable for Scotland, or rollers or tramway rails, will communicate with the Trade Commissioner in Glasgow, giving details as to the products they desire to export, arrangements will be made to take the matter up direct with the Glasgow and other Scottish corporations.

SHOULD FOREIGNERS GET CONTRACT?

In some circles here it is contended that the saving that will be effected by the Tramway Department if the United States offer is accepted is no justification for the loss that will be incurred by the British trade. "In theory," says the financial expert of the *Glasgow Herald,* "there may be much truth in this view, but when all the hard facts are taken into consideration, it has little to commend it, either on the ground of sentiment or economics."

BRITISH PRICE PROHIBITIVE?

The iron and steel works in this country are so fully engaged at the moment that they are not in a position to accept additional work and at the same time give reasonably early delivery. It it to be noted that although twenty-one firms were invited to tender, nineteen did not even bother to make an offer. From this it may be assumed that they refrained from doing so because their order books were already filled up. On the other hand, it has been suggested that other considerations played a part in preventing the British steel makers from tendering. It is possible that they recognized the futility of competing with foreign makers, especially those in the United States. If this is the explanation, it argues a much more serious state of affairs than that which was raised on the question as to whether or not a British public service corporation is under the moral obligation to place orders only with British firms. If a firm in the United States can manufacture, pay the freight and charges across the Atlantic and deliver steel material in Glasgow at £4 10s. per ton cheaper than it could be supplied by, say, firms in the vicinity of the city (and taking the exchange into consideration), there can be only one explanation of this, i.e., that costs in this country are considerably in excess of those obtaining on the other side. If this is true, it is taken by business men here to be a fair indication that producers in this country have raised prices to a level which places them outside the competitive markets of the world, but it would be difficult to apportion the several costs that have made the price of British steel so prohibitive, and it would be interesting to know what part wages, not merely those of ironworkers, but also those of the miners, play in the cumulative charges.

The *Glasgow Herald* hands out a warning thus: "This tender of the United States Steel Products Co. may be regarded as the 'writing on the wall,' and if the warning is not taken we may find our trade wrecked on the rocks of excessive profits and inflated wages."

ONE CENT TRAMWAY FARE ABOLISHED IN GLASGOW.

Trade Commissioner J. Vernon McKenzie, Glasgow, writes as follows on the abolition of the halfpenny street car fare in that city:—

It may be interesting to note that in Glasgow there is no longer a chance for the thrifty Scotsman to take a ride on his tram for "a wee bawbee." A short while ago the minimum fare on the Glasgow tramways was raised from a halfpenny to a penny—one of the last of the necessities of life to be hit by the increased cost of living in this country. Tickets, or as they are called here, "tokens," if bought at certain specified depots, may still be procured at sixteen for 1s., thus reducing the cost of travelling "a minimum stage" to three-fourths of a penny. No tokens are sold on the trams. Glasgow tramways have long been famous throughout the world as perhaps the leading exemplification of municipal enterprise, and they have been particularly noted for their efficiency and economy. A passenger in Glasgow may ride 1·15 mile for his penny; the highest fare paid is eightpence, for which he is entitled to travel from one of the city's suburbs to another, a distance of 14½ miles.

DAIRYING DECLINES IN IRELAND.

TRADE COMMISSIONER J. VERNON MCKENZIE.

DUBLIN, August 5, 1920.—There has been a steady decline in the dairying industry in Ireland during the past few years, the falling off in milk production being particularly marked in Ulster, according to a report just made to the Department of Agriculture and Technical Instruction for Ireland by the Departmental Committee on the Decline of Dairying in Ireland.

One of the most important factors contributing to the decline is the increasing difficulty of obtaining sufficient and reliable skilled labour. The committee recommends that a conference of the Farmers' and Labourers' Unions be called to discuss the whole problem.

In their report the committee consider that the relatively low price fixed for butter (hitherto the chief Irish dairy product) has reacted very unfavourably in the manufacture of this commodity, and it is recommended that in any steps which may be taken in future to regulate the price of foodstuffs a price should be fixed for dairy produce generally, and that such price should be established on a basis which would leave a return equal to that of beef or any other farm products. Special attention must be devoted to the keeping up of the country's dairy stock by the provision of pure-bred shorthorn bulls of milking strain, and by the mating of such bulls with selected cows.

It is strongly recommended that the funds at the disposal of the committee for the improving of dairy cattle should be very substantially increased. The system of joint dairying is condemned as uneconomic, and it is agreed by all members making the report that milk for town supply should be obtained solely from rural sources.

DEMAND FOR SMALL WOODENWARE IN THE UNITED KINGDOM.

Trade Commissioner Harrison Watson, in response to inquiries, writes as follows on the demand for manufactures of wood in the United Kingdom:—

Speaking generally, there is an almost unlimited demand in this country for handles, dowels, and every kind of manufacture of wood, provided that they are of a suitable pattern and quality, an can be delivered at competitive prices.

Before the war many Canadian manufacturers who had investigated the position found it extremely difficult to compete profitably with the better-organized factories of the United States and Scandinavia, where mass production for export purposes is carried on.

During the war and since the armistice there has been an immense demand for Canadian goods, but while some business has been done this is upon a comparatively small scale, the heavy cost of transportation and adverse exchange adding supplementary obstacles to the fact that few Canadian factories have sufficient output capacity to deal with export trade in addition to the home demand.

The bulk of wooden manufactures in this country are imported by commission and merchant houses, from whom users appear to prefer to purchase supplies rather than to import direct from overseas. For this reason the trade narrows itself down to a question of a compaatively modest rate of profit upon a very large turnover.

In certain articles Canada is handicapped by the absence of native supplies of hickory and similar hardwoods, but the opinion is generally held here that if Canadian manufacturers wil organize specially for export and run constantly on particular articles, the opportunities for permanent trade are very excellent.

DUTCH CROP REPORTS.

Trade Commissioner A. Stuart Bleakney.

CONDITION OF THE FRUIT CROP UNDER GLASS AND IN THE OPEN IN HOLLAND ON JUNE 15, 1920.

Rotterdam, July 10, 1920.—The Agricultural Department of the Dutch Ministry of Agriculture, Industry and Trade issued a report on June 28, of which a translation appears below. Canadian apple exporters should note the comparative failure of the Dutch apple crop.

Although the apple and pear trees have bloomed satisfactorily in different places, the set of fruit leaves much to be desired everywhere. Various causes have co-operated to bring about this situation. In the first place the abundant crop of last year must be mentioned; after a good fruit season there generally follows a year of less favourable results. As further causes are reported the cold and wind during the bloom and the night frost which occurred on the 10th of May.

The damage caused by insects this year is particularly heavy. From all provinces complaints are received to the effect that blight (*Aphis*) is damaging the plum trees very badly; in some districts the trees are withered. One of the crop correspondents in Gelderland writes: "It appears that the damage increases from year to year."

Cherries, currants, and raspberries are on the whole small. Generally speaking, the condition of "full ground" fruit may be termed moderate to bad.

Apples.—The condition of apples is rather bad generally. In some districts apples are fairly good. In a few districts the crop is a failure.

Pears.—On the whole the condition of pears is slightly inferior to that of apples, with the exception of a few localities where pears are fairly good.

Cherries.—The condition of early cherries varies from very good to fair. Late cherries vary from good to bad.

Damsons.—In one of the principal fruit-growing districts the condition of this fruit is excellent. In a number of districts damsons are rather good; in others they are rather bad. In Utrecht they are a failure.

Other plums.—In South Limburg the condition is good, in Zeeland and Noord Limburg rather good; everywhere else the condition is moderate to bad.

Grapes.—The growers now have the cultivation of this fruit thoroughly in hand, so that a failure seldom occurs. The condition is at present good except in a few districts where grapes are reported to be very good.

Peaches under glass are on the whole good, except in one important district where they are rather good.

Peaches in the open air.—The condition of peaches in the open air varies from very good to moderate.

KITCHEN GARDEN CROPS.

The condition of kitchen garden crops is on the whole satisfactory, although the prospects are not so fine as they were in the beginning. Many crops are badly in want of rain, as they begin to suffer from drought. The night frosts especially damaged the early potatoes and strawberries. Owing to the use of inferior sowing seed, the sprouting of some crops was backward.

CONDITION OF FIELD CROPS ON JUNE 12, 1920.

During the first part of May the temperature was about normal, in the second part a little above normal, and in the third part 3° C. above normal.

From the 1st to the 9th of June it was two to three degrees too cold. Exceptionally high temperatures did not occur, but there were heavy night frosts on the 5th and 10th of May.

The rainfall was 30 per cent above normal in May. In June little rain has so far fallen. (*Note:* Heavy rains have since fallen.)

The number of hours of sunshine from May 1 to June 9 amounted to 223, against 250 hours normal.

On the whole the weather conditions have very much favoured the crops which promise well. Heavy showers have caused damage locally; potatoes were affected in the new Fen Colonies, oats in the province of Drenthe, sugar beets in the provinces of South Holland and Zeeland. In some districts the hail storm on May 11 injured the plants, while in other districts damage has occurred owing to the frost on May 10. Local damage by insects and other pests is reported from parts of a few provinces. In the northern part of the country flax suffers from rust.

Résumé.—The crop correspondents report on the condition of field crops in figures, by which 100 is excellent, 90 very good, 70 good, 60 rather good, 50 moderate, 40 rather bad, 30 bad, and 10 failure. An average crop is indicated by 67.

The following figures show the condition of field crops for the whole country derived from the figures received from the different districts taking into consideration the cultivated area. The figures between brackets give the condition on June 12, 1919:—

Winter wheat	77.5	(64.4)
" rye	74.5	(62.9)
" barley	70.7	(60.9)
Spring wheat	69.8	(66.6)
" barley	69.6	(61.4)
Oats	76.7	(55.8)
Horsebeans	72.1	(57.3)
Peas	68.1	(63.3)
Brown beans	60.9	(59.5)
Flax	70.0	(50.6)
Canary seed	70.7	(65.8)
Rape seed	71.7	(62.4)
Caraway seed	73.8	(54.3)
Mustard seed	70.0	(53.3)
Potatoes	70.2	(62.6)
Sugarbeets	62.4	(55.9)
Onions	65.1	(52.3)
Chicory	70.0	(67.3)
Red clover	80.9	(62.5)
White clover	85.5	(64.9)
Grassland	80.9	(54.0)
Hayland	79.8	(50.9)

DUTCH IMPORTS FROM THE UNITED STATES AND CANADA.

The following is a statement of United States and Canadian goods imported into Holland for 1919 and four months of 1920, compared with total imports, which has been transmitted by Trade Commissioner A. Stuart Bleakney, Rotterdam:—

Wood and Manufactures of Wood and Similar Materials, Furniture of all kinds.

	From United States and Canada.		From all Countries.	
	Total fiscal year, 1919. Weight in Kg.	Jan.-April, 1920. Weight in Kg.	Total fiscal year, 1919. Weight in Kg.	Jan.-April, 1920. Weight in Kg.
Shipbuilding and Carpenters' wood—				
Oak, sawn and n.o.p.	5,317,738	2,651,791	18,512,883	8,154,516
Pine, fir spruce: logs, hewn square, ship's masts	3,106,282	.....	252,001,875	46,720,254
American pitch pine logs	3,092,480	2,548,775	3,108,405	3,237,775
Sawn and n.o.p.	8,721,055	766,340	9,997,978	3,156,561
n.o.p., sawn	505,200	56453	4,887,324	1,547,268
Mahogany—				
(1) Logs	162,359	7,296	1,081,511	466,137
(2) Sawn and n.o.p.	158,149	34,750	611,580	333,993
Cedar	300,785	.....	797,706	112,799
Walnut, sawn and n.op.	286,331	20 000	410,470	84,085
Fine working wood, n.o.p., sawn	141,025	122,284	390,916	271,961
Poplar, sawn and n.o.p.	55 886	.....	74,983	52,230
Staves	2,510,760	406,612	4,724,787	3,032,448
Lumber and timber, n.o.p	68,608	.....	1,321,708	402,032
Manufactures of wood, n.o.p	73,779	17,026	3,713,524	3,356,572
Manufactures of cork, n.o.p.	.....	2,100	58,313	69,002

Hides, Skins, Leather, Leatherware, Boots and Shoes.

	From United States and Canada.		From all Countries.	
	Total fiscal year, 1919. Weight in Kg.	Jan.-April, 1920. Weight in Kg.	Total fiscal year, 1919. Weight in Kg.	Jan.-April, 1920. Weight in Kg.
Hides and skins, salted	988,532	277,484	5,533,270	1,886,820
Dried	1,603,633	259,872	4,113,717	2,496,239
Furs	2,122	2,026	34,753	24,077
Sole leather	1,895,364	63,178	2,648,883	299,555
Waste of sole leather	715,037	47,291	738,670	56,721
Upper leather	220,593	28,796	503,464	266,165
Patent leather	28,966	4,200	64,056	11,751
Inner leather	2,687	1,006	12,728	32,450
Leather, n.o.p.	136,321	11,260	280,794	26,844
Boots, shoes, and slippers of rubber	.....	29,667	.....	48,783
Belting (leather)	2,393	6,665	19,871	25,417
Leatherware, n.o.p.	11,571	5,238	182,558	119,936

Yarns, Rope and Cordage, Textiles, Clothing, Haberdashery and Millinery.

	From United States and Canada.		From all Countries.	
	Total fiscal year, 1919. Weight in Kg.	Jan.-April, 1920. Weight in Kg.	Total fiscal year, 1919. Weight in Kg.	Jan.-April, 1920. Weight in Kg.
Cotton yarns, twined	78,357	.....	1,412,216	273,842
Sewing thread	26,328	.....	709,812	134,388
Cordage, n.o.p.	27,293	113	771,519	440,234
Textiles of silk	3,896	76	292,954	52,760
Textiles of cotton—				
Unbleached	44,935	8,702	957,239	165,808
Bleached	40,283	3,039	1,550,136	204,538
Cotton, grey	9,702	.....	49,781	18,502
Jute sacks	65,660	.....	932,085	390,380
Woollen blankets	2,042	.....	7,074	8,510
Sail cloth	116,839	58,696	202,835	161,795
Ribbons, tapes, laces, of cotton	12,709	2,614	83,206	52,619
Textiles with rubber and similar materials	66,999	14,201	442,598	94,932
Dry goods and textiles, n.o.p.	52,838	9,444	683,162	123,568
Oil cloth	178,792	58,791	813,592	200,932
Outer garments (men's and boys,) with rubber	2,263	.....	110,911	42,692
Underwear	446,805	191,910	1,441,409	715,275
Collars, cuffs, fronts with rubber	1,331	.....	2,796	302
Shirts and collars, cuffs and fronts, n.o.p.	63,633	16,584	322,562	95,100

THE REHABILITATION OF BELGIAN COMMERCE AND INDUSTRY.

The following statement on the position of Belgian commerce and industry has been forwarded by the Consul-General for Belgium, Ottawa:—

From the comparative table of the imports and exports of Belgium it may be seen that during the first five months of 1920 our imports rose to 4,719,937,000 francs, whereas during the corresponding months of 1919 they only amounted to 1,276,033,000 francs. The figures for our exports, arrived at on the same basis of calculation, show respectively 3,307,263,000 francs for 1920 and 212,174,000 francs for 1919.

These figures are eloquent, for the expanse of our external trade and the progressive growth of our exports are the surest sign of the revival of Belgian economic life.

In detailing the different elements of our trade it is shown that in 1920 the raw or partly manufactured materials figure in our imports to the extent of 2,333,519,000, and manufactured products to the extent of 1,335,609,000, whereas in 1919 the amount of manufactured goods (542,367 francs) was larger than the amount of raw materials (249,270 francs).

On the other hand, we exported in 1920 raw or partly manufactured products to the extent of 1,457,449,000 francs, whereas our exports of manufactured goods amounted to 1,600,404,000 francs. This is the best proof of the productive activity of our factories. An idea of the progress made during one year in the rebuilding of our industries can be obtained by looking back at our exports of manufactured products for the first five months of 1919, which amounted to 46,293,000 francs. The increase to the profit of 1920 is 1,554,111,000 francs.

The following table of statistics shows the movement of our commerce with different countries during the first five months of this year:—

	Importations. Values in Francs.	Exportations. Values in Francs.
Argentina	263,582,530	26,837,856
United States	844,914,871	119,701,142
France	967,186,337	1,038,441,541
Great Britain	887,976,054	594,388,084
Italy	84,935,847	55,533,428
Holland	280,132,280	432,688,234
Switzerland	47,861,734	118,293,006
Germany	252,824,770	461,272,330

[NOTE.—The imports were given as above in the report of Canadian Trade Commissioner Bleakney dated July 9, but the exports were not given.]

The following table gives the number of international ships which have entered and left Belgian ports during the first five months of 1919 and 1920:—

	1919. Number of Ships.		1920. Number of Ships.
Entered	1,236	Entered	3,399
Left	1,166	Left	3,332

The examination of these statistics, which reveal without doubt a remarkable effort towards economic re-establishment and adaptation to new conditions of industrial life, is very comforting.

NOTES FROM THE BELGIAN PRESS AND OFFICIAL PUBLICATIONS.

TRADE COMISSIONER A. STUART BLEAKNEY.

Purchases of Wood.

Rotterdam, July 9, 1920.—Some time ago the Belgian Minister of the Interior purchased large quantities of wood for the purpose of facilitating the reconstruction of houses, etc., in the devastated areas.

The following prices were paid: Norwegian wood, 375 to 390 francs per cubic meter, on car Antwerp; Finland and Swedish, 495 to 750 francs per standard, f.o.b.; Oregon, 725 to 850 francs per standard on car Antwerp; Swiss boards, tongued and grooved, 14 francs per square meter, station of destination; German wood, 296 to 418 francs per cubic meter on lighter, Antwerp; domestic wood and "bois de récupération," 80 to 175 francs per cubic meter.

The wood is delivered to the contractors either direct or through municipal stores at an additional 10 per cent on the purchase price.

Canadian Cattle Arrive at Antwerp.

About 2,000 head of Canadian cattle have recently arrived at Antwerp.

The city of Paris, which is expected to complete a contract for the purchase of cattle in Canada, had two representatives on hand to examine the quality of the animals sent to Belgium, their condition on arrival, and the requirements for receiving such cargo.

Maximum Retail Prices of Meat in Belgium.

The Ministère du Ravitaillement published an order revising the Government prices on retail meats.

The new prices show an appreciable decrease in present rates. The reason for the decrease is said to be the lower prices of live cattle.

Below are the maximum prices set forth in the new schedule:—

Meat for roasting and frying (loin, sirloin steak, fillets, rib, shoulder and leg roast), without bone 11 francs, with bone 9 francs per kilogramme.

Meat for stewing (low rib, shoulder, "spiring"), 8 francs per kilogramme.

Meat for boiling (breast and rib plate, steaks), 5.50 francs per kilogramme.

Hashed meat, 7.50 francs per kilogramme.

Suet, 4.50 francs per kilogramme.

Melted fat, 6.50 francs per kilogramme.

The order came into force on June 19, 1920.

Note:—1 kilogramme=2.2146 lb.
1 standard=165 cu. ft.
Francs fluctuating around 10 to the dollar.

Shipping Movements at the Port of Antwerp.

During the month of May last there arrived at Antwerp 705 vessels measuring 936,653 tons, of which 628 were steam, measuring 904,549 tons, and 77 sail with a tonnage of 32,104, against 485 vessels totalling 524,073 tons in May, 1919.

The total arrivals during the first five months of 1920 amounted to 3,227 vessels measuring 4,685,694 tons.

Antwerp Harbour Commission.

The municipal administration has just appointed an advisory harbour commission, consisting of officials, delegates of the town council, industrial and commercial associations and dock labourers. The commission will have to investigate all problems and measures regarding the maritime installations and harbour of Antwerp.

IMMEDIATE MARKET IN PALESTINE FOR BOX SHOOKS.

Trade Commissioner W. McL. Clarke.

Milan, July 27, 1920.—The attention of the writer while in Egypt was directed to the market in Palestine for box shooks used in connection with the shipping of Jaffa oranges to export markets. It was stated by the head of the Economic Section of the Palestine Administration that before the war some 500,000 to 1,000,000 cases of oranges were shipped to Liverpool annually from Jaffa. During the orange season of 1918-1919, however, owing to the difficulty of obtaining suitable cases and the lack of direct shipping facilities to England, only a few isolated consignments were despatched, the bulk of the produce of the orange groves being sold in Egypt. It is now estimated that during the present orange season (November, 1920, to March, 1921) 500,000 cases will be available for export, and it is necessary therefore to find the boxes in which these oranges can be packed. Herein lies an opportunity for Canadian saw-mills which are in a position to make delivery this fall. Prices should be quoted at least c.i.f. Alexandria but preferably c.i.f. Jaffa, Haifa or Beirut. The address to which communications offering to supply boxes should be sent will be furnished on application to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, referring to file T.C. 113.

Further information regarding the box shooks required is appended herewith:—

1. Cases should weigh approximately 35 kilogrammes each and are to contain from 120 to 150 oranges.

2. Specifications:

	Length.		Width.		Thickness.
2 sides	26¾	x	10½	x	¼
2 ends	13¼	x	10½	x	⅝
1 partition	13¼	x	10½	x	⅝
Top and bottom	26⅞	x	11⅞	x	¼

Wood fibre to be supplied for binding ends and centre.

3. The sides are full ¼-inch thick; 10½ inches in one piece. The ends and partition are ⅝ bare 10½ inches in one piece. Top and bottom ¼-inch bare 11⅞ inches in two pieces. Thickness of top and bottom is 1 millimetre less than sides.

4. The above dimensions make up the size of the box in general use, but in the past it has been customary to import in larger lengths i.e. in multiples not exceeding three times, i.e. sides 6—8 5-9 x 10½ x ¼, etc., a small margin being allowed for the cross cutting.

5. To be tied in bundles suitable for man handling.

BUSINESS CONDITIONS IN EGYPT.

Writing from Alexandria on June 26, Trade Commissioner W. McL. Clarke writes as follows on the present state of trade in Egypt:—

I find Egypt exceptionally well off at present from a financial view-point. The high price of cotton, with the resulting favourable trade balance, and the spending of large sums of money in the country, by the British Army, have placed Egyptian finances in a very flourishing condition.

The economic situation, however, cannot be considered as entirely satisfactory. The wealth of the nation is distributed not among the many but the few, who are in this case principally the land-owners, large and small, and the traders of the villages. The mass of the people have not similarly benefited by the rise in the price of cotton and often suffer considerably from the high cost of living, true though it may be that wages have been almost generally increased.

Coupled with this there is a pronounced slump in business circles at the present time, due chiefly it seems to speculative over-buying on the part of importers who now find that the market cannot absorb all the goods arriving and arrived, and that owing to the unsettled conditions in Palestine and Syria the merchandise destined thither must remain in the warehouses of Alexandria. The result has been therefore that many merchants are refusing to take up the covering documents, and that the quay magazines are overcrowded with goods, conservatively estimated I am told at some ten million Egyptian pounds (£, E.). Notwithstanding I am informed from business sources that this slump may be considered only as temporary and that buying will resume in the autumn most probably on much the old scale. I may mention in this connection that total imports into Egypt for 1919 amounted to 47,409,417 £, E. and exports to 75,888,321 £, E. During the first quarter of 1920 imports totalled some 20,000,000 £, E.

From observations already made I believe Canadian manufacturers and exporters should be able to correlate themselves to this market. Some of the more favourable openings seem to me to be flour, agricultural machinery, tanned leather, boots and shoes, rolling stock and railway material, newsprint and paper, autos and timber for construction purposes. Egypt's foreign trade emanates principally from Great Britain and the Empire, and I think Canada has good grounds for expecting a much larger share in this import trade. At present Egyptian Government statistics show that the imports from Canada consist of flour, whisky, and photographic films.

The United States, Italy, and Japan are all exploiting the market and each of these countries is making a determined effort to establish itself in Egypt's import

trade. Imports from Scandinavia, France and Switzerland are also to be particularly noted. It may be of interest to point out that Italy is greatly assisted by her regular steamship communications, her proximity, her banking system established here, and the large number of Italian traders carrying on business in these parts.

The necessity of ocean communication between Canada and the Mediterranean, has been forced upon me with equal insistency as in Spain, Italy and Greece. Since my arrival here I have noticed in the local press that the Ellerman Line is to run to Bombay from Montreal, calling at Port Said, and that the Canadian Government Merchant Marine is also to operate shortly a Mediterranean service touching at Alexandria.

TRADING WITH ROUMANIA.

Trade Commissioner L. D. Wilgress.

VII.

THE ROUMANIAN PEOPLE.

The Roumanians consider themselves to be the descendents of the Daco-Romans, the inhabitants of the ancient Roman colony of Dacia, which was practically conterminous with the Greater Roumania of to-day. The typical Roumanian is of the short-skulled, dark-complexioned type, with dark hair and dark eyes. The Roumanian language is still fundamentally Latin, although with a large admixture of Slav words.

The Roman emperor Trajan conquered Dacia in the year 106 A.D., and for over a century and a half this territory was under Roman rule. The Romans implanted their language and civilization upon the original inhabitants, and many colonists from Italy settled in Dacia. With the withdrawal of the Roman legions towards the end of the third century, the plains of the Danube became exposed to a series of invasions by nomadic hordes. Goths, Huns, Avars and Bulgars, and finally the Magyars, overran this territory in turn, and many of the Daco-Roman inhabitants sought refuge in the Carpathian mountains and the Transylvanian plateaus. During the religious struggles of the middle ages many Roumanian nobles emigrated again to the plains of the Danube and Dneister and founded feudal states from which arose the two principalities of Wallachia and Moldavia. The modern history of Roumania then began. This period was first marked by struggles against the growing power of the Turks. For a short period under "Michael the Brave," who ruled 1593-1601, Transylvania was united with Wallachia. Ever since then, however, the Roumanians of Transylvania have been separated from those east of the Carpathians and they eventually became the serfs of Hungary.

Wallachia and Moldavia were finally subdued by the Turks soon after the reign of Michael. In 1774, Austria acquired Bucovina, the northern part of Moldavia, from Turkey, and later in 1812 the Russians obtained the cession of Bessarabia. Turkey conceded home rule to Wallachia and Moldavia in 1822, although they were still under Turkish suzerainty. The three southern districts of Bessarabia were restored to Moldavia in 1856 after the Crimean war. In 1859 Moldavia and Wallachia were united by the spontaneous election in both principalities of the same prince. This action was recognized by the powers in 1861, and the new state, Roumania, came into being with Bucharest as the capital. The first election of a native ruler not being a success, Prince Carol, a Hohenzollern prince, was chosen in 1866 and ruled until 1914. His reign was the making of Roumania both economically and politically. The independence of Roumania from Turkish suzerainty was secured in 1878 by the assistance rendered Russia in the war against Turkey. Roumania also acquired the Dobrudja in exchange for the three southern districts of Bessarabia, which again

reverted to Russia. Roumania was proclaimed as a kingdom in 1881. It is thus seen that Roumania's history as a modern state only dates back to about half a century ago.

EDUCATION.

Primary education is compulsory in Roumania for all children from seven to fourteen years. The dispersal of the population, however, prevents this law from being rigorously enforced and a large proportion of the population is still illiterate. Education in the state primary schools is free. The period of instruction is five years in the rural schools and four years in the town schools. The number of rural schools in Old Roumania in 1914 was 4,960 with 7,500 instructors and an attendance of 333,973 children of both sexes. The town schools numbered 409 with 1,542 teachers



Ministry of Foreign Affairs, Bucharest.

and 186,592 pupils. These schools are maintained by the Ministry of Education. The number of pupils attending have increased from 95,000 in 1885 to over 700,000 in 1915. In addition to the primary schools there are secondary schools of various kinds in the towns and two universities (at Bucharest and Jassy), which are attended by over 5,000 students.

RELIGION.

The state religion of Roumania is the Greek Orthodox, and 91·5 per cent of the population profess this faith. The Roumanian church was under the patriarch of Constantinople until 1864, when it was proclaimed national and independent. In the same year the domains of the monasteries, who had acquired one-fifth of the total area of land, were secularized and converted to the state.

The maintenance of the church and of the clergy is included in the general budget of the country and the priests are state officials. Besides their spiritual functions, the priests take an important part in the secular life of the villages as representatives of the state, organizing co-operative stores, credit associations, schools, etc. The number of Orthodox churches in Old Roumania in 1914 was 6,331, in addition to 69 monasteries. The administration of the church rests with the Ministry of Education.

In Transylvania besides the Orthodox church a great many of the Roumanian population support the Uniate Roman church, which while recognizing papal authority conducts its ritual in the Roumanian language.

GOVERNMENT.

The Government of Roumania is based upon the Constitution of 1866 passed shortly after the accession of Prince Carol. It is a constitutional monarchy, but the administration is highly centralized. The executive power is entrusted to the king and his ministers, but the latter alone are responsible for the acts of the Government. The legislative power rests with the crown and two assemblies—a senate and a chamber. The initiative for the introduction of a bill can be assumed by any of the three except that the chamber must first pass upon the budget and the annual bill fixing the strength of the army. The agreement of both chambers and the sanction of the king is necessary before any bill becomes law.

The king promulgates the laws and convenes, adjourns and dissolves the parliament. The decision in changes of regimé rests with the crown.



The Post Office at Bucharest.

The chamber, which is elected by universal suffrage, has at present 390 members. There are a number of political parties or groups, which are frequently known by the names of their leaders The senate is comprised of 205 members, of whom eight are members by right and the remainder elected.

The administration of the Government rests with the cabinet of ministers, of which the prime minister is president. At the present there are thirteen departments

and three ministers without portfolio. The following are the names of the ministers comprising the present cabinet (June, 1920):—

General A. Averescu, Prime Minister.
Take Ionescu, Minister of Foreign Affairs.
D. Greceanu, Minister of Public Works.
C. Argetoianu, Minister of Interior.
M. Cimafteanino, Minister of Justice.
G. Garoflid, Minister of the State.
General Rascanu, Minister of War.
Octavian Gogo, Minister of Science and Arts.
T. Ciuflitu, Minister of Agriculture and Domains.
General G. Valleanu, Minister of Communications.
Petre Negulescu, Minister of Public Instruction.
Oct. G. Taslauanu, Minister of Industry and Commerce.
Gr. Trancu-Iasi, Minister of Labour.
Minister without portfolio for Transylvania, Anton Mocsony.
Minister without portfolio for Bucovina, Ion V. Starcea.
Minister without portfolio for Bessarabia, Sergiu Nita.

CHIEF TOWNS.

Bucharest is the seat of government and the principal commercial and financial centre of Roumania. It is a well built city with many beautiful buildings and private residences. The Dambovitza, a small and unnavigable river, flows through the city. Bucharest is situated on the plains about forty miles from the Danube in the midst of the most fertile agricultural sections of the country. The city has a number of textile mills, boot and shoe factories and iron works.

The population of Bucharest has more than doubled since the war as a result of the great increase in the floating population. Thus in 1914 the population of the city was estimated at 345,628, whereas at the present time it is approximately 800,000. The same applies to the other large towns of Roumania. The following shows the estimated population in 1914 of the chief towns of Roumania:—

Bucharest	345,628
Jassy	76,120
Galatz	72,120
Braila	65,911
Ploeshti	57,376
Craiova	51,877
Botoshani	32,874
Buzau	29,483
Constantza	27,662

Jassy, the former capital of Moldavia, is still an important cultural centre and is the chief distributing point for northern Moldavia. A number of textile mills are located in Jassy.

The chief ports of Roumania are Galatz and Braila, which are situated on the river Danube. Galatz is the chief port of importation, and Braila the most important grain shipping port. During the winter the Danube is frozen over and the port of Constantza, on the Black Sea, and Sulina, at the mouth of the Danube, are then substituted for Galatz and Braila. Besides its importance as a port, Galatz has large flour mills, iron works, etc.

The valley of the Prahova river, in the Carpathians north of Bucharest, is one of the principal industrial districts in Roumania, with important cement works, saw-mills, nail factories, paper mills, cloth factories, glassworks and oil refineries. Campina, the centre of the Roumanian petroleum industry, is situated at the foot of the Prahova valley.

Ploeshti has also oil refineries and iron works, and is the distributing centre for a fertile district. Craiova, Botoshani and Buzau are also the centre of agricultural sections.

The principal towns of the newly acquired territories of Roumania, together with the estimated pre-war population, are as follows:—

Bessarabia—	
Kishenev (Chisinau)	118,000
Bucovina—	
Czernowitz (Cernauti)	86,870
Banat—	
Temishoara	72,500
Crishiana—	
Oradea Mare	64,000
Arad	62,800
Transylvania—	
Kluj (Cluj)	60,350
Brashov (Brasov)	40,600
Sibiu	33,200
Maramuresh—	
Maramuresul	21,250

As in the case with the towns of Old Roumania, the above centres have also greatly increased in population since 1914.

TRADING WITH GREECE.

Trade Commissioner W. McL. Clarke.

V.

Facts about Agriculture—*Continued.*

TOTAL AGRICULTURAL IMPORTS AND EXPORTS.

The tables shown hereunder indicate the total imports and exports of agricultural products into and from Greece for 1914, the only year for which authoritative figures are available for both Old and New Greece:—

Old Greece.

Products.	Imports. (000's omitted.) dr.	Exports. dr.
Cattle	2,178	0,039
Dairy	3,956	4,581
Agricultural products	47,336	61,739
Oil and its products	1,192	14,323
Beverages	0,132	16,892
	54,894	97,574

New Greece.

Products.	Imports. (000's omitted.) dr.	Exports. dr.
Cattle	5,065	0,033
Dairy	5,750	4,988
Agricultural products	32,381	31,506
Oil and its products	1,899	12,439
Beverages	1,159	2,034
	44,236	51,000

Recapitulation.

	Imports. (000's omitted.) dr.	Exports. dr.
Old Greece	54,894	97,574
New Greece	44,236	51,000
Total	99,130	148,574

The Forests.

Although Greece imports normally between $2,000,000 and $3,000,000 worth of timber, the country is not without wooded areas, covering in both Old and New Greece some 3,000,000 acres. During the days of the Turkish domination the Greek forests were everywhere ruthlessly destroyed, while no small part of the so-called forest lands to-day contain very little merchantable lumber. The most productive forests stretch from the Pindus range to the gulf of Corinth. An important English firm holds concessions in the Naoussa district outside of Salonica for bush cutting, but it is reported that the limits are becoming depleted.

The principal forest trees found in Greece are the oak (thirty varieties), the coniferous trees, beech, chestnut, elm, with trees also of maple, elder, cornel, arbutus and cypress. It is stated that the total value of the forests and their by-products amount to 76,000,000 dr. The principal secondary products are valonea (annual exportation about 1,250,000 dr.) and resin used as a preservative ingredient in the manufacture of certain Greek wines.

Much of the forest area in recent times has been subject to severe conflagrations. This has often been the work of shepherds wishing larger pasture grounds, or is due to carelessness or spontaneous ignition. Considerable damage has also been done by goats grazing on young sapplings. Scientific reforestation may be considered therefore most needful both for the lumber and agricultural industry. A special fund has been created for this purpose to which the Government contributes an annual quota, but much yet remains to be accomplished. There are at present three forestry schools in Greece, while scholarships are awarded annually to a certain number of individuals who visit Austria for the purpose of studying forestry in that country.

The Fishing Industry.

Greece with its extended coastline has a fishing industry of some considerable importance, not only along the shores but in the neighbouring waters. The local fishermen dispose of their catch, consisting principally of tunny, sardine, mackerel, gudgeon, mullet, and smelt, in the coast towns, where it is consumed or else sent inland.

Not only has Greece this deep-sea fishing, but the Government own about 75 fish-breeding ponds and fish areas located both in salt and fresh water. The revenue derived from the exploitation of the Government fishing grounds during the ten-year period ending 1913 amounted to approximately 2,000,000 dr. The Government privilege for the ten-year period ending 1924 will net 5,000,000 dr.

Before 1911 the Greek fishing industry was conducted in a most unsatisfactory manner, but since the creation of a Bureau of Fisheries in that year under the Minister of National Economy appreciable improvements have been made. Fish conservation and better methods of fishing have been introduced, while Government inspection of the native fisheries is obligatory.

The Mining Industry.

Greece produces a variety of minerals, the most flourishing companies being engaged in extracting lead, iron and zinc ores, chrome iron ore, magnesite, iron pyrites, ferro-nickel ore and lignite. Relatively small amounts of capital have also been invested but with minor success in attempts to obtain copper, manganese, sulphur, and crude petroleum.

The state controls the well-known emery deposits of Naxos, the puzzolan of Santorin, the gyps and millstones of Milo, and all the salt deposits and salines. To the revenues of the International Financial Commission of Greece is assigned a part of the proceeds from these state-controlled industries.

In 1913, according to Government census, there were 45 mines and 8 quarries being operated in Old and New Greece. The only additions made to that number since then have been a small number of lignite mines.

THE MINES PRODUCTION.

The table shown hereunder shows the mines production of Greece for the years 1909, 1913, 1916, and 1917 (metric tons):—

Mineral.	1909.	1913.	1916.	1917.
Iron ore	449,272	313,578	84,985	63,364
Ferro-manganese	46,994	6,323	818	509
Zinc ore	48,524	36,402	25,853	14,290
Lead ore	240,013	159,348	95,418	36,558
Manganese ore	1,287	.....	3,600	—
Nickel ore	500	17,424	10,267	1,598
Mixed sulphur ore	52,025	38,046	10,267	9,555
Chrome ore	7,400	6,342	9,880	6,750
Magnesite	74,467	118,054	199,484	162,938
Iron pyrites	24,576	128,867	19,876	—
Copper ore	100	65	62	—
Emery	10,965	5,560	19,871	16,440
Bitumen	.....	40	39	43
Lignite	2,749	170	116,949	153,956
Pig lead	15,294	18,309	9,426	1,422
Calcined calamine	26,012	27,004	12,612	7,258
Produit pauvres	875	2,793	833	120
Calcined magnesite	15,394	39,015	21,326	4,287
Ded-burnt magnesite	1,507	1,963	8,606	9,820
Briquettes of magnesite	552	—	—	—
Gyps	191	2,230	356	44
Millstones (pieces)	1,230	—	—	—
Sea salt	28,845	19,215	34,522	45,560
Puzzolan (tons register)	46,238	24,906	8,564	—
Marbles (cubic meters)	3,750	2,058	342	173

QUANTITIES SOLD IN 1916 AND 1917.

The following statistics illustrate the quantities of Greek minerals sold in the years 1916 and 1917:—

Kind.	Amount sold. Metric tons. 1916.	Amount sold. Metric tons. 1917.
Bitumen	21	37
Chrome ore	10,447	9,600
Copper	563	—
Emery	19,950	17,240
Ferro-manganese	.....	3,050
Iron	52,755	70,343
Iron pyrites	11,496	10,469
Lead	2,327	684
Lignite	109,225	157,306
Magnesite	145,538	94,934
Nickel	13,412	10,248
Zinc	1,820	1,334
Arsenic acid	.....	294
Lead pig	10,144	2,051
Magnesite, calcined	22,943	6,047
Magnesite, dead burnt	7,782	11,062
Magnesite bricks	102	—
Zinc, calcined	14,658	5,075
All other furnace products	.....	1,313
Gypsum	358	48
Marbles	251	390
Millstones (pieces)	1,321	4,070
Salt	33,292	39,240
Santorin earth	8,564	5,028

It is evident from the foregoing that though the mineral production of 1917 is somewhat inferior to that of 1916, yet it may be stated that the value of the products sold is much higher. This increase in value is due principally to two causes: (1) the increased value at mine owing to higher wages paid the lower workers; and (2) the increased prices of the products produced in the world's markets due to causes incident to the war.

It is particularly interesting to note the development which has taken place in the Greek lignite mining industry during the war years. Cut off as Greece was from her normal coal supplies, which decreased from 444,387 imported tons in 1914 to 118,237 imported tons in 1916, it was necessary for Greece, in common with other countries, to seek fuel supplies at home. Owing, then, to absolute necessity both for transportation and industrial uses, the known lignite deposits in the kingdom were consequently more intensively exploited, with the result that the output has been practically quintupled since 1910. Production in 1910 equalled 48,913 tons, and in 1918, 229,826 tons.

Although it is stated that many lignite mines will in all probability cease to work when coal prices are somewhat levelled, yet it is anticipated that this coal substitute will be much more extensively used in Greece from now on than during pre-war days.

The war has also appreciably affected the mining of marbles in Greece. Over against the small output of 1917, viz. 173 cubic metres, there was a production of 3,750 cubic metres in 1909 and of 2,058 cubic metres in 1913.

The general progress of the mining industry in Greece, however, is reflected in the figures giving the values of the total sales from the mines in 1896, 1904, 1916, and 1917, which were respectively 17,400,000 dr., 19,200,000 dr., 23,874,390 dr., and 31,937,101 dr.

NOTES ON DIFFERENT MINERALS.

Iron, zinc, lead and manganese ores.—The Greek iron ores come principally from the Laurium and Seriphos districts as do also the lead, zinc and manganese ores. The products extracted by the French Laurium Mining Company, the most important concessionaires in Greece for the mining of these ores, may be analyzed as follows: lead ores, 8 to 11 per cent lead; zinc ores, 22 to 33 per cent zinc; iron ores, 48 to 50 per cent iron and manganese 5 to 18 per cent; manganese ores, 25 to 30 per cent manganese. The combined out-turn of this company in 1913 amounted to 167,000 tons, divided as follows: calamines, 31,000 tons; lead ores, 85,000 tons; and mixed ores, 51,000 tons. The figures for 1916 were 23,000 tons, 61,000 tons, and 25,000 tons respectively, or a total of 109,000 tons.

Magnesite.—The best quality Greek magnesite comes from the northern part of the Island of Euboea. The producing belt has a width of 6 to 9 miles, a length of fifteen miles, and a depth in the centre of the deposits of 1,000 feet. The veins vary from 6 to 15 metres in thickness. The Société Financière de Grèce, which constitutes the most important magnesite company in Greece, produces annually: (1) about 20,000 to 25,000 tons of raw magnesite containing 95 per cent magnesium carbonate; (2) 3,000 tons of calcined magnesite; (3) 350 tons of dead burnt magnesite; and (4) 500 tons of magnesite bricks. The Anglo-Greek Magnesite Company mined in 1916, 21,326 tons of calcined magnesite and 6,720 tons of dead burnt magnesite, 114,867 tons of ore ($MgCO_3$ 94-95), while its production before the war averaged some 70,000 to 80,000 tons annually of raw magnesite, 20,000 to 22,000 tons of calcined magnesite and 2,000 to 3,000 tons of dead burnt magnesite.

Manganese.—Manganese is found principally in Andros, but in small quantities. The composition analyzes 32 to 35 per cent.

Chrome Ores.—Greek chrome ores come principally from Euboea and Thessaly (at present entirely from Thessaly) and yield chrome oxide of 33 to 42 per cent.

Nickel ores.—The nickel ores are derived from the district of Larymna, giving 6 to 8 per cent nickel.

Copper ores.—These are produced in very small quantities and are mined in the Laurium district. The percentage of copper is 6 per cent.

Mixed sulphur ores.—The French Laurium Mining Company practically controls the mining of these ores which are found in the Laurium district. The ore composition is 9 to 11 per cent lead, 11 per cent zinc.

Lignite.—The most important lignite deposits of Greece are at Kymi and Aliveri (island of Euboea), in the province of Attica, in the Peloponnesus, in Thessaly and in Macedonia. The Greek Department of Mines has classified the native lignites as follows: (1) true lignite with a calorific value of from 5,200 to 6,000; (2) xylite, 4,000 to 5,500; (3) earthy lignite, 3,000 to 5,200; and (4) bituminous lignite, 6,600 to 7,100. The last resembles solid pitch, has a black appearance, and contains considerable quantities of volatile matter.

Emery.—The exploitation of emery is a state monopoly, and it is this product which is always associated with the island of Naxos. The entire output of the emery mines since 1914 has been taken by the French Government for the account of the Allies and has been distributed from Marseilles. The central Greek warehouse from which all shipments are made is Syra, the emery being brought from Naxos in sailing vessels

Naxos emery is considered superior to that from Asia Minor. In its purest form it is almost free from foreign ingredients and consists of alumina of a bluish colour, specific gravity 4 and hardness 9 (ALO_3 60 per cent). It also occurs mixed with crystalline limestone and ferric oxide. A survey in the early nineties estimated the Naxos emery deposits at 20,000,000 tons.

During 1918 the workers in the emery mines, with the end in view of increasing production, were placed under martial law, but the system was effected too late in 1918 to show any increase for that year. The wages of the miners have lately been increased and efforts are being made materially to better their condition and to put the industry on a more satisfactory basis.

The methods of exploitation in the past have been most unsatisfactory, and operations have been hindered by the irregular working of the peasants, by mule carriage of the emery from the mines to the coast, and by the primitive methods of mining employed. Finally the additional cost of transporting the emery from Naxos to Syra, in the absence of any proper Naxos port, has enhanced the export price.

Marbles.—Greek marble, famous even in classical times, is furnished by the district of Attica, Peloponnesus, Thessaly and the Aegean Islands. The quarries of Pentelicus are the richest and yield about one-third of the total annual production. White, blue, green, red, jasper and black marble are all found in the Greek deposits.

Puzzalon or Santorin earth, used for making hydraulic cement, is a vulcanic cinder found in the island of Santorin. Its composition is silica 65 per cent, alumina 14 per cent, with traces of metallic oxides.

Millstones.—The quarries of Milo, whence are derived the millstones of Greece, are considered to be the most important of their kind in the Near East. There are two quality stones: (a) the first type consisting of 20 and even 30 sections shaped on the spot and afterwards bound together; (b) the second or small type about half a metre in diameter and composed of one piece.

Salt.—The principal salines of Greece are near Volo and in Macedonia, although they also occur in various other districts. The home supply is not sufficient for consumption, and important purchases are made chiefly from Tunis.

Gyps.—Zante and Etolican are the leading regions in which Greek gyps are found. They are used for clarifying wine and to some extent by building contractors.

Silver.—In the island of Milo, the barytes, liparites and clays are believed to contain an important amount of silver, but the unsatisfactory methods for detecting the rich from the poor deposits—which range from a very few up to 2,500 grammes per ton—have so far prevented commercial exploitation. The average silver contents per ton in the localities reputed to be most favourable for silver extraction is 205. The deposits of trachites in this island also contain silver.

Another source of silver are the lead ores of the Laurium district; in fact most of the lead ores in Greece contain a small proportion of silver.

Gold.—There are evidences that gold was mined by the ancients in the district extending from the Chalcidici peninsula to Cavalla, but either the lodes have been exhausted or remain to be rediscovered.

Antimony.—There is one important antimony deposit in Greece, viz., in the island of Chios. The antimony ore is stibnite, and the veins are both long and numerous, varying from a few centimetres to one and even three metres in thickness. The richest ore has yielded 52·2 per cent antimony. Important workings were carried out there some twelve years ago.

Petroleum.—Petroleum is found in the island of Zante, but the exploitation of the wells has only given at best a mediocre return. During the last five years about forty tons have been pumped per annum.

Mineral earths and stones.—Conglomerates of serpentine near Thebes and in Euboea yield a certain amount of meerschaum. Asbestos has also been found in Euboea, and has recently been discovered in the Chalcidici peninsula. Various other mineral earths and stones such as pumice stone, red ochre, cimolite, kaolin and refractory earths are met with in Greece, but none of these latter have as yet assumed any importance in the Greek mineral output.

Mineral waters.—Greece has many hot and cold springs of mineral waters due to volcanic action. These may be classified as alkaline, ferruginous, sulphur and saline waters. Their curative and invigorating effects are stated to be important.

STATE-CONTROLLED MINERALS.

Of the above minerals it should be pointed out that the production of emery, salt, millstones, gyps, puzzolan, the iron mines of Chalari (whose magnetite yields 60 to 61 per cent iron and whose production is about 18,000 tons per year), and the argentiferous barytes, liparites and clays of the island of Milo, are directly controlled by the state and may be classified as government monopolies. The revenue derived from the emery and salt exploitations are assigned to the International Financial Commission, whereas the working of the millstones and gyp deposits are leased to contractors who work them on account of the state. On every ton register of santorin earth exported the Government levies a certain export tax, while the Chalari iron mines are leased to a private company. The argentiferous minerals of Milo have remained the unworked property of the state since 1891.

WORKMEN IN THE MINES.

The number of workmen engaged in the mining industry of Greece for the years 1912-16 are given hereunder, together with the total wages paid:—

Years.	Number of Workmen Occupied per Day.	Salaries Paid in Drachmas.
1912	8,483	9,030,368
1913	8,483	9,239,026
1914	10,928	9,491,165
1915	8,800	7,464,201
1916	10,954	9,898,787

CANADIAN OPPORTUNITY.

In concluding this study on the minerals of Greece it may be pointed out that Greek mining for its more progressive and extended exploitation requires principally: (a) capital; (b) modern machinery and plant installations; (c) more economical methods in mining operations; and (d) more convenient means and greater facilities of transport. It may be expected that further developments will occur in this industry, whose productive capital already is estimated at at least 69,000,000 drachmas, and Canadian manufacturers of mining tools and machinery should note the existing industry and watch carefully whatever additional progress takes place.

SOUTH AFRICA'S IMPORTS.

Trade Commissioner W. J. Egan.

VII.

Oils, Paints and Varnishes.

During the war Canada has established itself in a strong way in oils, paints and varnishes. The Canadian manufacturers now exporting and others seeking trade for the first time in these lines must remember that with anything like normal production in the United Kingdom, real competition is in sight, and a keen effort on the part of Canadian manufacturers is required if we are to hold the big advantage already secured.

The tables and remarks submitted will bring home to interested parties just what the position is at present and what it is likely to be in the immediate future.

Linseed Oil.

	Quantity. 1913. Gal.	Quantity. 1919. Gal.	Decrease. or Increase.	Value. 1913. $	Value. 1919. $	Decrease or Increase. $
Total for Union	421,246	218,944	—202,302	207,000	430,650	+223,650
Canada	.....	23,403	+ 23,403	.....	42,775	+ 42,775
United States	25	9,452	+ 9,427	10	20,400	+ 20,390
United Kingdom	418,179	77,298	—340,881	204,500	146,425	— 58,075
India	.....	100,580	+100,580	.....	196,150	+196,150
Japan	.....	4,208	+ 4,201	.....	10,100	+ 10,100
Brazil	.....	2,117	+ 2,117	.....	7,800	+ 7,800
Argentina	.....	1,732	+ 1,732	.....	5,380	+ 5,380

The drop on total imports from the year 1918 was 194,482 gallons. The supplies in 1918 were about equal to the imports each year in 1912 and 1913, and represent, I believe, a normal demand in quantity. In 1918 the United Kingdom shipped 7,379 gallons only. That year Canada shipped 11,452 gallons, the United States 37,488 gallons, India 179,469 gallons, and the Argentine Republic 175,297 gallons.

The imports for the South African Government Stores will average 45,000 to 50,000 gallons annually. This is in addition to the quantities shown in the above table.

The imports for the first three months of this year are 57,964 gallons, as compared with 66,436 gallons for the same period last year.

Varnish.

	Quantity. 1913. Gal.	Quantity. 1919. Gal.	Decrease. or Increase.	Value. 1913. $	Value. 1919. $	Decrease or Increase. $
Total for Union	93,951	92,346	— 1,605	151,000	297,050	+146,050
Canada	14	13,508	+13,494	60	32,925	+ 32,865
United States	9,423	31,287	+21,864	8,700	96,100	+ 87,400
United Kingdom	81,622	47,511	—34,111	135,000	167,925	+ 32,925
Holland	1,566	.....	— 1,566	2,200	.....	— 2,200
Belgium	541	.....	— 541	700	.....	— 700

In 1918 the total import had dropped to 21,163 gallons, when the United Kingdom shipped 6,061 gallons only. The 1913 figures of trade in quantity and value are a correct reading of the average share of this trade by all countries for five years previous to the war.

The first quarter of this year (1920) shows a total import of 20,342 gallons, which is a decrease in quantity of 14,049 gallons as compared with the same period in 1919.

Water Paints or Distemper.

	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for Union	$67,000	$112,450	+$45,450
Canada	.....	60	+ 60
United States	33,500	67,900	+ 34,400
United Kingdom	31,400	44,500	+ 13,000
Germany	1,200	.....	— 1,200

There is no indication of quantity imported but the "Brand names" from both England and the United States are very numerous. Canada's share of this trade increased from $885 in 1916 to $1,775 in the year 1917, and then dropped to $370 for 1918.

Paints and Colours.

(Not Ochre, Water Paint, Turpentine or Varnish.)

	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for Union	$672,000	$1,062,450	+$390,450
Canada	1,800	195,500	+ 193,700
United States	37,900	146,525	+ 108,625
United Kingdom	598,000	665,825	+ 67,825
Holland	16,400	7,300	— 9,100
Germany	11,400	40	— 11,360
Belgium	925	1,255	+ 330
India	.....	25,640	+ 25,640
Japan	.....	6,085	+ 6,085
Australia	.....	11,700	+ 11,700

The total trade for the year 1913 in this entry included red and white leads, which are shown separately for the first time in last year's returns.

The total import of red lead last year was 575,269 lbs., valued at $74,630, of which Canada shipped 222,714 lbs. valued at $29,300, the United States 194,633 lbs. valued at $26,420, the United Kingdom 151,776 lbs. valued at $17,525, and the Argentine Republic 5,698 lbs. valued at $1,285.

The white lead imports for last year totalled 3,997,199 lbs., valued at $554,750. The imports from Canada were 1,905,156 lbs., valued at $291,450, the United States 1,558,616 lbs. valued at $189,100, the United Kingdom 511,053 lbs. valued at $74,675, Australia 20,104 lbs. valued at $3,090 and Japan 2,240 lbs. valued at $415.

Including the total values of red and white lead, with paints and colours, n.o.d. for last year's trade, shows a total trade as compared with 1913 of $1,691,830, an increase of $1,019,830.

In addition to increase of value, the reason for this big import last year is because there was a big rush to fill balance of orders immediately after the armistice, and a great part of these shipments did not arrive in South Africa until early in 1919, and as many people who had no knowledge of the trade had speculated in 1917 and 1918, the paints and oils were a drug on the market for a long while. The stocks have been greatly reduced and orders for normal use should soon be in evidence.

Perhaps the best indication of the actual position as regards stocks in hand, is shown in the figures of import for the three months ended March 31 last, as compared with the same period last year. In white lead last year's first quarter imports were 1,800,662 lbs., while for this year it dropped to 213,988 lbs. Red lead in the same period dropped from 266,153 lbs to 45,105 lb.

Turpentine.

	Quantity. 1913. Gal.	Quantity. 1919. Gal.	Decrease. or Increase.	Value. 1913. $	Value. 1919. $	Decrease or Increase. $
Total for Union	137,682	134,744	— 2,938	79,000	136,075	+57,075
Canada	.....	.....	.....	.....	.....	—
United States	133,916	121,988	—11,928	76,000	127,850	+51,850
United Kingdom	3,688	596	— 3,092	1,700	1,100	— 600
Dutch East India Islands	.....	12,099	+12,099	.....	6,660	— 6,660
France	.....	100	+ 100	.....	205	— 205

Blacking and Boot Polish.

	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for Union	$234,000	$515,800	+$281,800
Canada	95	540	+ 445
United States	3,200	98,475	+ 95,275
United Kingdom	229,000	415,700	+ 186,700
Germany	2,500	.....	— 2,500
France	210	20	— 180
Australia	.....	1,085	+ 1,085

Metal Polish and Plate Powder.

	Value. 1918.	Value 1919.	Decrease or Increase.
Total for Union	$90,000	$174,575	+ $84,575
Canada	.....	.....	—
United States	950	6,715	+ 5,765
United Kingdom	88,950	167,650	+ 78,700
Australia	.....	225	+ 225

The entry for metal polish and plate powder previous to 1918 was included in oilman's stores n.o.d.

Although there is some manufacture in South Africa of the above articles, the tables of import submitted show that there is a big trade in sight for Canadian manufacturers prepared to compete.

Pre-war the United Kingdom manufacturers always held the great share of this trade. During the war the American brands of boot and shoe polish have made headway. The average retail price on boot and shoe polish is now 18 cents. The packing is two dozen tins to a box.

The liquid polishes in black and brown retail at 24 cents a bottle. The stove polishes are sold in tins, retail at 12 cents. The brass polish is sold in three sizes, 3, 6 and 12 ounces.

Emery.

	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for Union	$12,100	$70,675	+$58,575
Canada	260	845	+ 585
United States	3,700	32,825	+ 29,125
United Kingdom	6,400	35,990	+ 29,590
Germany	625	.....	— 625
France	.....	700	+ 700
Norway	.....	215	+ 215

Fish Oil.

	Quantity. 1912. Gal.	Quantity. 1919. Gal.	Decrease. or Increase.	Value. 1912. $	Value. 1919. $	Decrease or Increase. $
Total for Union	7,805	1,674	—6,134	3,400	6,160	+2,760
Canada	814	.....	— 814	325	.....	— 325
United States	966	9	— 957	360	15	— 345
United Kingdom	3,807	184	—3,623	1,550	925	— 625
Norway	230	280	+ 50	200	1,275	+1,075
Newfoundland	.....	961	+ 961	.....	3,695	+3,695
Japan	.....	240	+ 240	.....	250	+ 250

Glue.

	Quantity. 1913. Cwt.	Quantity. 1919. Cwt.	Decrease. or Increase.	Value. 1913. $	Value 1919. $	Decrease or Increase.
Total for Union	3,317	1,852	—1,465	23,500	54,075	+30,575
Canada	.....	20	+ 20	....	148	+ 148
United States	767	1,044	+ 277	1,360	30,400	+29,050
United Kingdom	1,934	615	— 719	16,100	17,375	+ 1,275
France	246	40	— 206	2,500	2,150	— 350
Germany	217	.....	— 217	1,800	.....	— 1,800
Holland	114	1	— 113	900	40	— 860
Brazil	.....	87	+ 87	.....	2,545	+ 2,545
Argentina	.....	40	+ 40	.....	1,280	+ 1,280

As with white and red leads, oils, paints, etc., this article was towards the end of the war handled by a big number of speculators, with the result that in 1918 there was a total import of 15,434 cwts. valued at $423,800. The Argentine Republic came in for the first time on this supply in 1918, shipping 9,777 cwts. valued at $286,200, and Brazil 2,095 cwts. valued at $62,900. The opinion expressed throughout the trade early last year was to the effect that there was enough glue in hand to last for four years. The 1919 imports are nearly all early orders.

Grease Antifriction.

The only countries shipping this article to South Africa are the United States and the United Kingdom. Last year's total imports were 4,359,600 lbs. valued at $276,100. The United States shipped 3,256,269 lbs. valued at $170,450, and the United Kingdom the balance. Pre-war Germany, Belgium and France shipped small quantities.

Lubricating Oil.

The great bulk of this supply to South Africa has always been from the United States. The supply all during the war averaged annually only a little less in quantity than pre-war. Values of course increased.

The total imports in 1913 were 2,990,728 gallons, valued at $701,000. Last year's imports were 2,227,231 gallons, valued at $1,268,000. The United States shipments for the respective years were 2,599,225 gallons valued at $557,000, and 2,168,472 gallons valued at $1,213,400.

Rosin.

The principal sources of supply to South Africa have been the United States and France, with some shipments from Spain and the United Kingdom. India shipped in 1918 and 1919.

Starch.

	Quantity. 1913. Lbs.	Quantity. 1919. Lbs.	Decrease. or Increase.	Value. 1913. $	Value. 1919. $	Decrease or Increase.
Total for Union	2,852,898	2,594,714	— 258,184	125,000	246,250	+121,250
Canada	.....	12,045	+ 12,945	.....	975	+ 975
United States	53,048	1,547,880	1,494,832	2,200	117,700	+115,500
United Kingdom	2,098,953	509,591	1,488,362	96,000	71,525	— 24,475
Belgium	219,233	.....	— 219,233	8,100	.....	— 8,100
Germany	222,940	.....	— 222,940	8,000	.....	— 8,000
Holland	225,013	.....	— 225,013	7,700	.....	— 7,700
Australia	.....	491,036	+ 491,036	.....	51,125	+ 51,125
Argentine Republic	.....	16,800	+ 16,800	.....	2,945	+ 2,945
Japan	.....	15,600	+ 15,600	.....	1,340	+ 1,340

A real first effort for sale from Canada was made late in the year 1916 and early 1917, but owing to local conditions in Canada, this effort was abandoned. Quite a number of orders were cancelled, yet there was enough shipped in the year 1917, a total of 18,220 lbs., to introduce the line.

There have been, of course, a number of complaints *re* non-deliveries which may handicap for a little while, but there would seem to be a good trade in sight if Canadian manufacturers are prepared to make a sustained effort in delivery.

Oilman's Stores, N.O.D.

	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for Union	$321,000	$478,600	+$157,600
Canada	1,500	1,025	— 475
United States	38,000	170,950	+ 132,950
United Kingdom	243,000	270,560	+ 27,560
Germany	18,300	.....	— 18,300
Belgium	2,800	.....	— 2,800
Holland	2,500	340	— 2,160
Australia	.....	12,600	+ 12,600
Sweden	.....	7,750	+ 7,750
Italy	.....	1,545	+ 1,545
Japan	.....	1,415	+ 1,415

MARKET FOR SEEDS IN ARGENTINA.

In response to inquiries, Trade Commissioner B. S. Webb, Buenos Aires, writes as follows on the market for seeds in Argentina:—

The Canadian seeds likely to interest importers here will be forage seeds in general, lawn grass, timothy grasses, peas and beans.

Importers say that a statement of their requirements would be of no practical value, suggesting as an alternative that Canadian exporters conform to the custom of the market, which is, that exporters forward samples as early as possible, together with prices f.o.b. seaport, cost of bag included or excluded as the case may be. The importer makes up his orders from these samples, seeds to arrive as soon after January 1 as possible and up to the commencement of May; peas and beans up to July. A sanitary certificate, vised by the Argentine consul, is supposed to accompany each consignment of seeds destined for Buenos Aires, but an importer here informs me that the authorities frequently allow consignments to enter without such a certificate, the seeds being carefully disinfected and tested for fertility by the sanitary inspectors at the port of Buenos Aires.

Double bags containing not more than 70 kilogrammes appear to be the standard packing. One firm writes: "We have had the best results from cases lined with waterproof paper, and delicate seeds, such as onions, have been received in hermetically sealed tin-lined cases. Grass seeds, peas, and beans can come in double bags."

CANADIAN QUOTATIONS IN NEW YORK FUNDS CAUSE INDIGNATION IN THE BRITISH WEST INDIES.

The Canadian Trade Commissioner in the British West Indies has received complaints from a number of firms in different islands of the British West Indies to the effect that Canadian business firms are demanding payment of their accounts in New York funds. They are highly indignant and express the opinion that in view of the Preferential Trade Agreement between Canada and the British West Indies the Canadian exporters to the British West Indies should make quotations in Canadian currency.

One large importing firm in Barbados said that after giving a large order he found that payment was demanded in New York funds. He immediately cancelled the order and placed it with an English firm which gave him the benefit of the English exchange in remitting. It is pointed out that the tariff preference is given to England as well as Canada and the English do not ask for quotations in United States funds.

Another complaint coming from the British West Indies is that certain Canadian firms when written to regarding business refer the British West India inquiries to their agents in New York city. They say that if Canadian firms propose to do business through New York houses, they may as well deal directly with New York themselves.

CANADIAN GYPSUM FOR CUBA.

Major H. A. Chisholm, Canadian Government Trade Commissioner in Havana, Cuba, writes as follows:—

"If Canada manufactured sufficient gypsum plaster the Cuban market could consume many times the quantity imported from Canada at the present time, which amounts to some 2,000 or 3,000 barrels a month. It appears that a good deal of the building plaster imported into Cuba from the United States is manufactured from gypsum mined in Canada. I should think that Canada has a good opportunity to build up a new industry in the manufacture of gypsum building plaster for Latin American countries."

CANADA AND THE BRITISH WEST INDIES.

By Watson Griffin.

VII.

The Cities and Towns.

The most important towns of the British West Indies are Port of Spain, Trinidad; Georgetown, British Guiana; Kingston, Jamaica; and Bridgetown, Barbados, the population of which at the census of 1911 was as follows:—

Port of Spain	65,044
Georgetown	57,577
Kingston	57,379
Bridgetown	35,000

Strangers visiting these cities are usually impressed with the handsome public buildings, the fine parks and public gardens, the important business houses and the large number of beautiful homes surrounded by grounds adorned with tropical trees.

THE CITY OF PORT OF SPAIN.

Port of Spain had, according to the census of 1911, only a population of 59,796, but the census report stated that the contiguous suburban village of Peru was about to be annexed, making the population 65,044 as above stated.

Every street in Port of Spain is paved with asphalt with a first-class sewer system underneath. These well-paved streets are kept scrupulously clean by frequent sweeping and washing. Workmen are always engaged keeping them in good repair. A plentiful supply of good water is brought to the city in pipes, the reservoirs being fed by mountain streams.

The greatest pains are taken to keep every part of the city free from mosquito breeding pools of water and to prevent stagnant water collecting in receptacles of any kind. A staff of inspectors is kept busy visiting back yards and other places where mosquitoes might find a breeding place, and any one violating the regulations is arrested and severely fined.

Port of Spain is situated on the Gulf of Para, which lies between Trinidad and Venezuela, so nearly land-locked that it has sometimes been called a lake. It has already been noted that Trinidad's transhipment trade is greater than its import trade for home consumption, and as all this trade is handled at Port of Spain it adds considerably to the importance of the city.

Many business men from Venezuela visit Trinidad in connection with the import and export trade. Sometimes their wives come with them, and it is said that they do a good deal of shopping in the large department stores of Port of Spain.

Venezuela visitors find the capital of Trinidad so attractive that in many cases when they have made their fortunes and are ready to retire they select it as their place of residence. There are already a considerable number of wealthy Venezuelans in Port of Spain and the number is increasing.

Although Port of Spain is such an important shipping port, the water of the harbour is so shallow near shore that large steamers are obliged to anchor at least a mile and a half out and unload into lighters. The director of public works of the colony recently prepared an estimate of the cost of dredging a channel and providing docks with sheds or warehouses.

However, some of the shipowners have expressed the opinion that owing to its unique smooth water facilities lighterage is the most expeditious mode of handling



Kingstown, Island of St. Vincent.

inward and outward cargoes, and they claim that the large expenditure proposed for dredging a channel and constructing wharves would necessitate additional port charges that would be burdensome to shipping.

There is a very wide street facing the harbour on which front a number of important wholesale houses and export warehouses. Parallel with this runs another very wide business street known as Marine Square, on which are the leading banks, offices of steamship companies and a number of wholesale and retail establishments. But the principal retail shopping thoroughfare is Frederick street, which is quite narrow.

The pride of Port of Spain is the savannah, a large public park with mountains in the background. Between the savannah and the mountains lie government house and the botanic gardens. The savannah is surrounded by a fine asphalt drive, fronting on which are the Royal Victoria Institute, Queen's College, and many beautiful residences. The view of the savannah and the hills beyond is one never to be forgotten.

Montrealers can form an idea of what the savannah is like by imagining all the land between St. Catherine street and the mountain and from Park avenue to Guy street to be a great park surrounded by fine residences with a government house and beautiful botanic gardens nestling at the foot of Mount Royal. Torontonians could reproduce the savannah by clearing all the buildings out of Queen's Park, placing a fine government house and botanic gardens at the Bloor street boundary and imagining a beautiful range of high hills rising up where St. Clair avenue now runs.

Besides the savannah, Port of Spain has a number of fine public squares.

The main part of the city lies between Marine square and the savannah.

The electric street railway which connects all the residential quarters of the city with the business centre is controlled by Canadian capital.

Port of Spain is the wholesale centre and distributing point for the whole of Trinidad.

There are several quite extensive department stores in Port of Spain, one of them having 19,817 square feet of floor space devoted to the retail business and 4,808 square feet devoted to its wholesale department, a total of 24,625 square feet.

THE CITY OF GEORGETOWN, DEMERARA.

The best planned city in all the West Indies is Georgetown, Demerara. When British Guiana's public lands are settled and its natural resources fully developed Georgetown will probably be the greatest city in the West Indies, surpassing even Havana in population, for British Guiana is considerably more than twice as large as Cuba.

Georgetown's streets are planned on a scale that would be creditable to a large city. The chief business streets are not exceptionally wide, but none of them are narrow excepting in a small section.

There are a number of great residential boulevards as wide as University avenue, Toronto. Along the centre of these streets is a wide walk shaded by immense ornamental trees and on each side is a driveway.

Georgetown has been called the garden city of the West Indies and it well deserves the name with its great boulevards and public squares, its botanic gardens and private homes embowered among trees and flowers.

Georgetown is making war on the disease-breeding mosquito as persistently as Port of Spain, but it is not as advanced as the Trinidad city regarding water supply and sewage. For fire and flushing purposes water is piped into the city, but for domestic purposes rain-water is collected from the roofs in vats and tanks, which in accordance with strictly enforced public regulations are guarded against mosquitoes. This rain-water is filtered and boiled and is declared to be very pure.



Castries, Island of St. Lucia.

The business front of Georgetown with extensive wharfage facilities is along the Demerara river, but one end of the city faces the sea. Georgetown is built on ground about four feet below the level of high tide, but it is protected by a high and strong sea wall, so wide that it is a popular promenade and band concerts are given on it.

The electric street car system of Georgetown, like that of Port of Spain, is controlled by Canadian capital.

Georgetown is the commercial, political and social centre of British Guiana. Some of the largest distributing houses in the British West Indies are located here and the retail stores compare favourably with those of Port of Spain.

There are two large markets in Georgetown.

THE CITY OF KINGSTON, JAMAICA.

Kingston, Jamaica, had an earthquake a few years ago which left a great part of it in ruins, but there is very little trace of the destruction to-day. In rebuilding reinforced concrete was largely used, making structures which are believed to be earthquake-proof. King street, the leading retail shopping street, was entirely rebuilt and is now the handsomest business street in the British West Indies. This street and a few others are well-paved and have fine wide sidewalks, but the city as a whole is not paved and is very dusty, while most of the streets are without sidewalks. But while the streets are dusty the city is not dirty. One sees no filth anywhere.

Kingston has the finest government buildings in the West Indies. They are situated in the centre of the leading thoroughfare of the city which extends from the water front to the public gardens.

There are many homelike houses in the city, but the grounds belonging to them are concealed by high and strongly built walls or fences of stone or cement. If the money expended on these walls had been used to construct sidewalks and asphalt pavements Kingston would look as spruce and modern as Port of Spain.

A considerable portion of Kingston is provided with sewers, and the system is being extended. A good supply of pure water is piped to the city from a mountain stream.

Along the wide country roads for several miles beyond the city are suburban residences which look very attractive in their large grounds among tropical trees and flowers.

The Kingston electric street railway system extends into the country for several miles and many of the business men live outside.

The harbour of Kingston is the finest in the West Indies and there are good wharfage facilities.

There is a large and handsome market building.

THE TOWN OF HALF-WAY-TREE.

Any visitor to Jamaica who examines the census report will find in a table of the chief towns "Half-Way-Tree and Vicinity," population 23,322 in 1911 as compared with 9,702 at the previous census. Wishing to see this rapidly growing city he will be informed that Half-Way-Tree can be reached by electric car, but on arrival there he is surprised to find no business houses excepting a few village stores, and the discovery is made that Half-Way-Tree is really only a garden suburb of Kingston. All the way along the road between Kingston and Half-Way-Tree are suburban homes with very large grounds.

THE CITY OF BRIDGETOWN, BARBADOS.

In Bridgetown, Barbados, as in Kingston, Jamaica, the grounds surrounding the homes are walled in. A great deal of money must have been expended on these walls and the city would look better without them, as it would be easier to see the



Bridgetown, Island of Barbados.

beauty of the grounds which they enclose. There are many really beautiful residences in Bridgetown and its suburbs.

Within the statutory limits of the city the population was only 16,648 at the last census, but there is no dividing line between the city proper and its residential suburbs, and the census report, recognizing that these suburbs are actually part of the city, states the united population to be 35,000.

The business streets of Barbados are narrow, but Trafalgar square in the centre of the business quarter relieves the appearance of narrowness. The principal residential streets look wider because the houses stand back quite a distance from the street.

Bridgetown is to some extent a distributing centre for the Windward and Leeward islands as well as for Barbados. There are a number of important importing and exporting houses here.

In the retail district there are many good stores. It must be noted that the whole population of Barbados do their shopping in Bridgetown. Remember that the length of the island of Barbados from end to end is ten miles less than the length of the island of Montreal. So Broad street, Bridgetown, which is broad only in name, may be regarded as the shopping district for a garden city of about 172,000 people.

Bridgetown has good water piped from the hills. There is no general sewer system in Bridgetown, but sanitary regulations for keeping closets clean have been carefully devised and are strictly enforced.

The roadways are not paved, but being macadamized with coral limestone are quite good.

While I was in Barbados the work of changing the horse car tramway into an electric system was begun.

SMALLER CITIES AND TOWNS.

Trinidad, British Guiana, and Jamaica all have their smaller towns which may be grouped with the leading towns of the Windward and Leeward islands, the population being as follows:—

Castries, St. Lucia	10,254
San Fernando, Trinidad	8,667
New Amsterdam, British Guiana	8,604
Bassaterre, St. Kitts	8,159
St. John, Antigua	7,910
Spanish Town, Jamaica	7,119
Port Antonio, Jamaica	7,024
Montego Bay, Jamaica	6,616
Roseau, Dominica	6,577
Kingston, St. Vincent	6,021
St. George's, Grenada	5,188
Tunapuna, Trinidad	5,644
Princes Town, Trinidad	4,438
Arima, Trinidad	4,020

THE TOWN OF CASTRIES, ST. LUCIA.

It should be noted that the town of Castries proper, which is built very nearly on sea level, had only 6,266 inhabitants in 1911, but a large proportion of the better classes of Castries live on the high hills which surround the town. What the census report calls "Suburban Castres" had a population of 3,988, making the total 10,254 as stated above. Castries has a very fine harbour. It is the only place between Bermuda and Georgetown, British Guiana, where the Royal Mail Canadian steamers can unload cargo at the docks. At every other port until Georgetown is reached the cargo must be unloaded into lighters. Castries is an important coaling station. It stands high on the list of bunkering ports of the British Empire.

In addition to supplying ships with coal, Castries sells them great quantities of the fresh, pure water which is piped to the city from the mountains.

The admirable sanitary arrangements of Castries will be described in a chapter devoted to health conditions in the West Indies.

THE OTHER TOWNS.

Basseterre, St. Kitts; St. John, Antigua; Kingstown, St. Vincent; and St. George's, Grenada, are all clean, well-built towns. Roseau, Dominica, is becoming important commercially owing to the growing prosperity of the island, but it is very ugly and is a blot on the grandeur of what has been described as the most beautiful island in the whole world. Plymouth, the shipping port of Montserrat, had only a population of 1,534 at the census of 1911.

San Fernando, Trinidad, is the shipping point for an important sugar and cocao district. Port Antonio, Jamaica, is the headquarters of the United Fruit Company, and there is a very good service of fruit steamers carrying bananas regularly from this port to New York.



Port of Spain, Trinidad.

New Amsterdam, at the mouth of the Berbice river in British Guiana, is the capital of the county of Berbice. As the fertile lands which extend many miles up the Berbice river are settled it will increase in commercial importance. It should be noted that New Amsterdam is sometimes called Berbice, and some of the business houses have Berbice printed on their stationery instead of New Amsterdam. When a Georgetown business man is about to pay a visit to New Amsterdam he usually says, "I am going to Berbice."

Nassau, the capital of Bahamas, is on the island of New Providence. It is quite a popular winter resort for visitors from the United States and Canada.

Belize, the capital and principal seaport of British Honduras, has a population of about 10,000.

However, any Canadian manufacturer visiting the British West Indies who sees only the cities and towns will have a very inadequate conception of these colonies. Not only for an understanding of present trade conditions, but in order to grasp the opportunities of future expansion it is necessary to make a study of the natural resources and capabilities of each colony. The Canadian importer of tropical products whether for food or for raw materials of manufacture equally requires a knowledge of these local conditions. Although all these colonies are in the tropics each has its own characteristics and the products which are best adapted to some of them cannot be successfully grown on a commercial scale in others. I shall describe in future chapters of this report the natural resources and capabilities of each colony.

INVOICE REQUIREMENTS AND CONSULAR REGULATIONS OF OTHER COUNTRIES.

The following is in continuation of the series of articles which have been published in the *Weekly Bulletin* from week to week covering the invoice requirements and consular regulations of other countries. The countries hitherto dealt with include the United Kingdom, Australia, South Africa, Germany, Holland, Turkey, the Serb-Croat-Slovene State, Austria, China, Hong Kong, Ceylon, Argentina, Brazil, Costa Rica, Dominican Republic, Mexico, Nicaragua, and Guatemala.

Norway.

The Consulate General of Norway, Montreal, has furnished the following statement from the Department of Finance and Customs, Norway, respecting Norwegian Customs regulations applicable to imported goods:—

In cases where the import duty is stipulated as a percentage duty, the importer must state the cost of the goods (without duty) at the port of entry, or what he considers them to be worth. This valuation is used as a basis in stipulating the duty payable.

Although the laws regulating customs questions have no stipulations to that effect, it has become a general practice among customs officials to ask that an invoice or other written statement from the sender should be produced, showing the price.

This request is, as a rule, complied with, provided the importer is in possession of such documents. If such is not the case, or if the importer should refuse to produce the papers, the customs authorities can demand that the importer, personally, or the responsible head of the firm concerned, shall make a definite written statement as to the value of the goods.

The customs authorities may seize and dispose of any goods the stated value of which is found by said authorities to be too low.

Certificates of origin are not required and the customs laws contain no regulations regarding bills of lading.

Regulations governing the marking and numbering of packages pertain only to hermetically preserved fish products.

Goods sent by parcel post are subject to the same regulations as other shipments.

Sweden.

The Royal Consulate General of Sweden, in Montreal, furnishes the following information received from the competent authorities in Sweden with reference to shipping documents required for the export of goods to that country:—

The Swedish Customs authorities do not make any special demands in regard to invoices for goods imported to Sweden other than that they shall be signed by the exporter who must give the actual price of the goods at the place of consignment. If the Customs administration finds legitimate cause to suspect that goods on which duty is payable are invoiced at a price below the actual one, it is authorized to make arrangements for examination by unbiased persons, and to charge duty on the value as it is then declared.

When importing machinery it is necessary, in addition to the above-mentioned stipulations, that the invoice contain statements of the description of the goods as well as the numbers of packages in which the goods are packed, the eventual marks or numbers, gross and net weight, summarized if all packages are of the same nature and contents, but otherwise in detail for every package. In the latter case it is permitted to attach to the invoice a separate specification of the contents and gross and net weight of the different packages, and refer in the invoice to this specification.

Only one copy of the invoice and possible specification need to be issued.

It is not necessary to furnish invoices or certificates signed by the Consul representing the country to which the goods are consigned or by any other Government official.

Certificates of origin are prescribed only for the import of sugar. They shall be delivered by official authority in the country, where the sugar is produced, from which it is exported or where it has been prepared. These certificates of origin shall indicate:—

(*a*) the nature and quantity of the sugar;
(*b*) the nature, number and mark of the packages;
(*c*) the country from which the sugar comes or where it is produced, and the country to which it is destined;
(*d*) how it is transported (railway or vessel).

If this certificate of origin be missing, the receiver of the goods risks having to pay an extra duty for sugar up to 25·92 more per kilogramme.

For the import of syrup and molasses a sworn declaration must be given by the manufacturer as a guide at the customs house examination, to the effect that the ash percentage exceeds 1·3 per cent of the weight of the dry substance and that the percentage of sugar in the dry substance, fixed by direct polarization, is below 70 per cent as well as that the percentage of dextros plus dextrine in the dry substance does not exceed 15 per cent. If such a declaration is not given, the expenses for the necessary examination will fall on the importer.

Bills of lading shall correspond with the invoices.

Packages forwarded must be marked in accordance with the bill of lading and the invoice.

No special regulations have been made by Swedish authorities concerning postal parcels from Canada.

Greece.

The Acting Consul General of Greece, resident at Montreal, furnishes the following information:—

The Customs authorities of Greece do not call for invoices filled out in any special way by the exporter.

It is very advisable that packets destined to Greece be marked and numbered according to the bill of lading and the invoices.

There are no general regulations for parcels sent by post provided that they do not exceed the required dimensions and weight.

The following information is furnished with respect to arrival of steamers:—

The masters of steamers coming from abroad and arriving for any reason or through compulsion in a harbour or haven of the kingdom are obliged to deposit, at the latest twelve hours after their arrival, to the Health Commissioner of the port and before pratique, the ship's manifest in duplicate, showing freight of the steamer with the other health inspection papers.

The same obligation rests on the steamer master in case the steamer has not any freight.

The hours between sunset and sunrise are not counted in the twelve hours.

SHIPPING DOCUMENTS NECESSARY FOR DELIVERY OF GOODS IN AUSTRALIA.

The Commissioner of the Commonwealth of Australia in New York city has sent to the Commercial Intelligence Branch of the Department of Trade and Commerce of Canada the following notice:—

"An intimation has been received from the Department of Trade and Customs in Australia to the effect that, owing to great difficulties being occasioned by the failure of shipping documents to arrive in Australia by the time the goods reach that country, it has been decided that in such cases after January 1 next the goods will not be delivered until the documents come to hand. No exemptions to this rule will be made except in the most exceptional cases, and even then an extra duty amounting to 50 per cent of the ordinary duty will be required pending production of the complete documents."

CUSTOMS DRAWBACKS ON MATERIALS USED IN MANUFACTURE FOR EXPORT.

Many Canadian manufacturers interested in export trade are not acquainted with the fact that certain drawbacks are allowed in connection with the payment of duties on materials when used in the manufacture of articles to be exported from Canada. The following are the general regulations of the Customs Department governing drawbacks on articles manufactured or produced wholly or in part from imported materials, in respect of articles exported from Canada.

1. When imported materials on which duties have been paid are used, wrought into or attached to any article manufactured or produced in Canada, there may be allowed on the exportation of such articles beyond the limits of Canada a drawback of ninety-nine per cent of the duties paid on the materials used, wrought into or attached to the articles exported; provided that when both imported and domestic materials of the same class are used in the manufacture of the articles exported such drawback shall not be computed on a greater quantity of materials than entered into the exported goods; provided, further, that such drawbacks shall not be paid unless the duty has been paid on the materials so used as aforesaid within three years of the date of the exportation of the Canadian article, nor unless the claims as presented at any one time aggregate ten dollars.

2. The drawback on articles manufactured or produced in Canada and exported therefrom may be paid to the manufacturer, producer, or exporter, subject to the following conditions, viz.:—

(*a*) The quantity of such materials used, and the amount of duties paid thereon, shall be ascertained (unless a specific sum has been authorized as drawback payable);

(*b*) Satisfactory evidence shall be furnished in respect of the manufacture or production of such articles in Canada and their exportation therefrom.

3. Upon the exportation of any article entitled to drawback, export entries, in triplicate, in the usual form (with the words "Subject to Drawback" marked on the face of the entry) shall be filed with the Collector of Customs at the port of exit from Canada, naming the conveyance by which, and the country or place to which the article is to be exported and fully describing the kind and quantity thereof and also the marks and numbers on the packages.

4. The claim for drawback shall be verified under oath, before a Collector of Customs or Justice of the Peace, to the satisfaction of the Minister of Customs and Inland Revenue, in such form as he shall prescribe. The Minister of Customs and Inland Revenue may also require in any case, the production of such further evidence, in addition to the usual averments, as he deems necessary to establish the *bona fides* of the claim.

5. Claims for drawback submitted after the 31st day of December, 1920, shall not cover goods exported for more than one year and must be presented to the Customs with complete evidence attached within a period of six months from the date of the last export entry covered by the claim.

The following documents shall be delivered with the claim for drawback, viz:—

(*c*) A copy of the bill of lading of the articles exported duly certified as such by the carrier or his agent;

(*d*) A copy of export entry, certified by the Collector of Customs at the port of exit where the articles were entered for exportation from Canada;

(*e*) A copy of the import entry showing payment of duty on the materials used in the articles on which drawback is claimed. If a copy of the import

entry, however, has been furnished with a previous claim for drawback, it will be sufficient to "refer" to such copy and indicate the claim to which it is attached without furnishing a further copy of the entry;

(*f*) A certified copy of the export invoice.

Drawback Not Payable when the Article Exported is Subject to Bounty in Canada.

O.C. Aug. 20, 1904.—Provided that drawback of Customs duty shall not be paid in respect of any material used and wrought into or attached to any article manufactured in Canada and exported therefrom, if a bounty be authorized to be paid by the Dominion Government on such article when made in Canada.

INSTRUCTIONS.

6. The form of Claimant's Oath and Statement of Claim, as per form K.15 (1920), are approved by the Minister of Customs and Inland Revenue.

7. The form of Collector's Certificate on copy of Export Entry subject to drawback may be as follows:—

"Certified true copy of Export Entry. Articles cleared from port of .....on....., 19..., as reported by carrier.

.....Collector of Customs."

8. In making up the Statement of Claim, the full details of one shipment should be filled in before commencing to fill in the particulars of any other shipment.

9. Note provisions of order as to limitation of time for filing claims for drawbacks and as to goods covered thereby.

10. If the original bill of lading is available, it should be submitted with the claim; as a certified copy of such bill is required only where the original cannot be furnished.

CERTIFICATES FOR CANADIAN EGGS EXPORTED.

Collectors of Customs have been instructed that they are not to allow any Canadian eggs to be loaded aboard ship or otherwise exported, until inspection certificates for export have been filed.

Certificates for exportation of Canadian eggs are not to be accepted, unless clearly marked with the words "Export Certificate." (Vide Memorandum of Customs 2413-B.).

PORT CONGESTION IN CUBA.

Major H. A. Chisholm, Canadian Government Trade Commissioner at Havana, Cuba, writes that so serious has Cuban port congestion become that a commission of seventeen American shipping men is due to arrive in Havana within a few days for the purpose of going thoroughly into the problems of the port of Havana and presenting recommendations for the solution of the difficulties. Ships have sometimes been held up in Havana harbour for two to three months at a time.

CONCESSIONS TO COMMERCIAL TRAVELLERS ON BRITISH INDIAN RAILWAYS.

(*British Board of Trade Journal.*)

Inquiries on behalf of a United Kingdom firm by the Department of Overseas Trade concerning concessions to commercial travellers using British Indian Railways have elicited the following information:—

While no concessions in fares is allowed to commercial travellers on any Indian railway, on practically all lines luggage, including packages of samples, not for sale, of commercial travellers representing recognized trades or firms, is booked at half-parcels rates under the following conditions, no free allowance being given:—

(i) The luggage will be carried at owner's risk, and the railway shall be held free from all liability for delay to the luggage or samples.

(ii) The quantity which may accompany owners when travelling by mail train under this concession is limited to five maunds, i.e., 410lb., and bulky articles may be excluded from mail trains at the option of the Railway Administration.

(iii) Any further quantity booked under the same concession may be despatched by any passenger train other than mail train starting within 48 hours either before or after the starting time of the mail train by which the owner travels.

(iv) Charges will be calculated on the gross weight of the total number of packages.

(v) If any quantity in excess of five maunds (i.e., 410lb.) is carried by mail train, it must be treated as outside the concession and charged for at full parcels rates, no free allowance being given.

(vi) The concession order will be issued by the Traffic Manager or other authorized officer of the starting station, and will apply in through booking, and by stages, if so desired, via the route specified to station of destination. The period of availability of the concession order is limited to four months or less.

INCREASE OF CUSTOMS DUTIES IN THE ARGENTINE REPUBLIC.

(*British Board of Trade Journal.*)

H.M. Minister at Buenos Aires reports by cable that a Customs Tariff Amendments Law has been promulgated, increasing the official valuations on which customs import duties are levied. In general, H.M. Minister reports, the effect of the promulgation of the measure will be to increase the former duties by 20 per cent, but the duty on various articles (including red and white lead, lead pipes, slabs and sheets, rubber goods, and galvanized iron sheets) is increased to a greater extent.

ADDITIONAL TAX ON IMPORTS IN PERU.

A recent Peruvian law for improving the sanitation of Lima and various other Peruvian towns provides for the levy of a 10 per cent additional import duty to be applied to all dutiable materials which may be imported through the custom houses of the republic.

CONTINUED OPERATION OF PRESENT CUSTOMS TARIFF IN JAMAICA.

The *Jamaica Gazette* of 6th May contains copy of Law No. 7 of 1920, by which the increased Customs Import Duties imposed by Laws No. 3 of 1916 and No. 11 of 1919 are continued in operation until 31st March, 1921.

The Export (Temporary War Duties) Law, 1919 (No. 2 of 1919), is also continued in operation until 31st March, 1921, by Law No. 7 of 1920.

PREFERENCE ON BRITISH COTTON PIECE-GOODS IN JAMAICA.

(*British Board of Trade Journal.*)

The Jamaica *Gazette* of 24th June contains copy of the Tariff Amendment Law, 1920 (No. 17 of 1920), which was assented to on 10th June, and which makes provision for a Preferential Tariff in respect of goods, the growth, produce, or manufacture of any part of the British Empire.

The sections of the Law are as follows:—

1. This Law may be cited as the Tariff Amendment Law, 1920.

2. In this Law the expression "cotton piece-goods" means all woven fabrics made entirely of cotton in piece lengths, but shall exclude all cloth manufactured in the piece with a border or selvidge marking a point for cutting to make up into an article of a distinctive character.

3. (1) On and after the coming into operation of this Law any cotton piece-goods manufactured in the United Kingdom when imported direct into this island from the United Kingdom or when imported in accordance with regulations made by the Governor in Privy Council, shall be subject to a duty of £10 on every £100 value, and after that rate for any greater or less value of such goods respectively, and any such cotton piece-goods so manufactured and imported, shall, if made entirely of cotton grown within the British Empire, be subject to a duty of £8 6s. 8d. on every £100 value, and after that rate for any greater or less value of such goods respectively.

(2) Without prejudice to the generality of the power to make Regulations under this section, the Governor in Privy Council may, by such Regulations, provide for the certificates, invoices, and bills of lading to be furnished in respect of cotton piece-goods, entry of which is claimed under this Law, and may also by such Regulations make provision for the manner in which such goods shall be packed, and may prescribe the conditions governing the direct importation of such goods and their passage through another country.

3. In amendment of the Customs Consolidation Law, 1877 (Law 18 of 1877), it is hereby provided that no drawback at a rate higher than the duty in Section 3 hereof shall be allowed on the exportation of any cotton piece-goods mentioned in the next preceding section.

5. The Legislative Council may from time to time by Resolution extend to any part of the British Empire the preference given by this Law to the United Kingdom in respect of cotton piece-goods, and thereafter the expression "United Kingdom" in Section 3 of this Law shall include such part of the British Empire as may be named in any such Resolution.

RESOLUTION OF THE LEGISLATIVE COUNCIL IN ACCORDANCE WITH THE ABOVE-MENTIONED LAW.

In accordance with Sections 3 and 5 of the above-mentioned Law (No. 17 of 1920), a Resolution passed by the Legislative Council on 15th June, 1920, extended the preference accorded to cotton piece-goods to the following parts of the Empire:—

Empire of India.
Dominion of Canada.
Newfoundland.
Dominion of New Zealand.
Commonwealth of Australia.
Union of South Africa.
British Possessions and Protectorates in Africa.
Fiji.
Malta.
Gibraltar.
British Guiana.
Cyprus.
Hong Kong.
Ceylon.
Straits Settlements.
Mauritius.
Falkland Islands.
Seychelles.
St. Helena.
British Honduras.
Bermuda.
Bahamas.
British West Indies.

MODIFICATION OF IMPORT RESTRICTION REGIME IN FRANCE AND ALGERIA.

(British Board of Trade Journal.)

By a French Presidential Decree dated 22nd July, and published in the *Journal Officiel* of the 25th July, the import prohibitions imposed in April last [see *Weekly Bulletin* No. 851, page 1147, and No. 852, page 1200] have been withdrawn except in respect of a very limited number of goods. Various goods of classes formerly prohibited to be imported are now subject to increased Customs duties (the "coefficients of increase" for such goods having been augmented by the present Decree) and others can now be imported freely, on payment of Customs duties and the "coefficients" established in July last.

Detailed particulars of the present Decree are given below:—

SCHEDULE A TO DECREE OF 22ND JULY. LIST OF GOODS STILL PROHIBITED TO BE IMPORTED.

Tariff No.	
57	Fine pearls.
ex 84	Wine grapes and grape residues; wine must.
87 *bis*	Figs, raisins and dates, destined exclusively for distilling or for the manufacture of wine.
ex 170 *bis*	Cut flowers.
170 *ter*	Mistelas or must of fresh grapes, fermentation of which has been stopped by means of alcohol (*mutes a l'alcool*).
ex 171	Full bodied wines, including vermouth.
ex 173	Wine of raisins, and all other fermented beverages not specified in the Tariff (not including ordinary wine, vinegar, beer, cider, perry, or mead).
ex 175 *ter*	Precious stones (*pierres gemmes*) and scientific stones, cut, except stones for industrial use.
459 *bis*	Embroideries.
497 to 503 *bis*	Watchmaker's wares (*horlogerie petit-volume*).
ex 509	Watch fittings.
580	Regulation portable arms of war, and arms of war employed abroad (rifles and carbines).
581	Old arms for collection, and arms of all descriptions for trophies, "armes de commerce."
582	Guns and gun carriages.
ex 586	Cartridges for war purposes, empty.
587	Projectiles.

NOTE.—In addition to the above prohibitions the special prohibitions or restrictions on the importation of various articles (under the Customs Law, etc.) remain in force. The list of goods affected by these special measures is the same as that given in Schedule B of the Decree of 23rd April [see *Weekly Bulletin* No. 852, page 1201] with the *deletion* of "meat preserved by refrigerating process" (*ex* No. 16) and the *addition* of:—

Tariff No.	
ex 168	Cellulose pulp for the manufacture of newsprint paper. (Decree of 16th June, 1920).
ex 461	Newsprint paper. (Decree of 16th June, 1920).
ex 171	Sour, putrid, musty or damaged wine, unfit for consumption. (Decree of 12th June, 1920).

TRADE OPPORTUNITIES IN CHILE.

(London Times Trades Supplement.)

Trade opportunities in Chile are excellent. The country needs woollen and cotton textiles, hardware and glass, all kinds of farming machinery and implements, paper, leather goods, chemicals, all kinds of mill and factory equipment. Markets are eager and internal conditions prosperous. But, to avoid disappointment which will have an adverse effect upon these opportunities, firms should make the maximum effort towards filling demands without more delay than the buyer is able to face, and, above all, towards the elimination of the disastrous element of uncertainty.

"TURNOVER" AND "LUXURY" TAXES IN CZECHO-SLOVAKIA.

Application to Imported Goods, etc.

(British Board of Trade Journal.)

The following paragraphs contain a summary of various provisions of a Czecho-Slovak Law of 11th December, 1919, providing for the levy of a "turnover" tax (general tax on transfers of commodities), and of a "luxury" tax (on "articles of luxury"). The Law came into force on 1st January, 1920, and is to remain in operation until 31st December, 1923.

The "turnover" tax (which amounts to 1 per cent of the price paid for taxable deliveries and services) is applied, in general, to trade transactions and professional services of all kinds, with certain specified exceptions. It is provided that exports, imports, and goods in transit are not to pay the tax. Imported goods are, however, subject to the tax when sold in the country, in the same way as all other goods. Any tax paid on goods afterwards re-exported will be refunded, on application for refund being made within one year of payment.

The "luxury" tax is paid—

(a) On deliveries by manufacturers of a few varieties of "luxury" goods (at 12 per cent of the taxable price).

(b) On exports of antiquities, pictures, paintings, or drawings (at 10 per cent of the taxable price).

(c) On retail sales of all "luxury" articles specified in a schedule to the Law, except those taxed at factory under (a), and a few other goods (at 10 per cent of the taxable price).

(d) On imports of all "luxury" articles specified in the Schedule (at 12 per cent of the taxable price).

In cases where the "luxury" tax is paid, the general "turnover" tax is not paid.

The Schedule to the Law contains the list of articles which are classed as "luxury" articles for the purpose of the tax, some articles only being classed as luxuries when their price exceeds that specified in the Schedule (which prices may, however, be varied by Decree).

The Schedule consists of four categories—

A.—Certain foodstuffs (confectionery, caviare, southern fruit, etc.).

B.—Fine furs, fabrics, underwear, clothing (including, *inter alia*, lace, embroidery, hats, neckties, ribbons, umbrellas, fine fabrics and garments thereof).

C.—Household goods (furniture, textile goods, such as carpets, curtains, covers, table and bed linen, etc., chinaware; pressed, cut, etc., hollow glass; table glass (including mirrors), grandfather clocks, wallpaper, ornaments, and lamps).

D.—Miscellaneous (riding horses and dogs; toys and sporting requisites; toilet articles, travelling bags; cutlery and artistic iron wares, antiquities; pictures; musical instruments; jewellery; flowers; hand cameras and photographic requisites, cinematograph films and opera glasses; and revolvers, sporting shot guns).

In the case of imports, the "luxury" tax is to be paid by the first acquirer (importer) within a fortnight after arrival of the imported goods. Provision is made under which importers (or others) of "articles of luxury" taxable in retail sale, can, on production of an official certificate, obtain exemption from the tax on goods destined for further sale or for business purposes. Provision is to be made (by special Decree) for the refund of the tax paid on imported goods if the goods have been made up and re-exported.

TREATMENT OF OVERSEAS AGENTS IN THE DOMINIONS.

The following article, which appears in the British *Board of Trade Journal,* is equally applicable to manufacturing firms of Canada as to those of the United Kingdom:—

During the difficult times that accompanied and have followed the war, United Kingdom manufacturers and merchants have no doubt received many complaints from their customers and agents all over the Empire. Many of these complaints are due to causes over which firms here have no control, but one that is frequently made might, it is felt, to some extent be remedied, and that is, failure to notify agents and customers of the state of affairs in the industry at home, of ability to supply, of failure to execute orders, and of the reasons for such failure. Statements have been received from a number of agents, either direct or through His Majesty's Trade Commissioners, to the effect that not only do their principals not volunteer information as to the reasons for high prices and late deliveries, but that when asked for reasons which the agents can advance to their customers, their principals either ignore the request or reply in a brief and entirely unsatisfactory letter. An instance may be cited of a firm in one of the Dominions who took a great deal of trouble to secure a municipal contract and were assured that, if the goods could be delivered, the contract would be given to them. They cabled and wrote, but received no reply from their principals, who thereby jeopardized not only their own position with respect to further orders from that municipality, but also that of all the other firms represented by that agent. On the other hand, goods sometimes arrive almost before the agents know that they are coming at all.

Overseas agents realize a good deal of the difficulties which exist at home and are prepared to take them into account. His Majesty's Trade Commissioners also lost no opportunity of meeting criticisms in this way, but it is felt that this plea does not altogether meet the case, and that irritation is sometimes caused which could be avoided, and which must be detrimental to the strong desire to purchase British goods which undoubtedly exists throughout the Empire. It is pointed out that manufacturers should remember that it is their agents, and not they, who have to live alongside and endeavour to do business with disappointed customers, and that failure to keep the agent properly informed may lead to the latter going to useless trouble and expense in obtaining orders which cannot be executed. A little more information from home and a little clearer indication of the possibilities of doing business would go a long way towards smoothing matters, and would tend to remove the impression that in more important things also, overseas agents and customers are not receiving due consideration.

SHIPBUILDING DEPRESSION IN JAPAN.

(London Times Trades Supplement.)

Attacks on Japanese interests overseas, combined with internal depression, have influenced the great shipping companies to modify or to abandon the ambitious building programmes they decided on at the height of the shipping boom. It is reported that the Nippon Yusen Kaisha and the Osaka Shosen Kaisha have cancelled their decision to build an aggregate of 1,000,000 tons, and this will seriously affect the already attenuated war boom in the shipyards.

The outlook in the shipbuilding industry is thus most discouraging. The largest yards are engaged in warship construction, and are showing evidence of the sobering effects of financial depression. A member of the House of Peers recently ventured to propose that Japan should economize by purchasing warships abroad. The fact that such a proposal has been seriously broached to a patriotic assembly is eloquent of changing times.

THE HUGE WEST AFRICAN MARKET.

(*British Export Gazette.*)

Statistics recently compiled show that the total import and export trade of the West African States and Colonies last year amounted to nearly £100,000,000. When it is remembered that these markets are predominantly native in character, this figure can only be regarded as remarkable, particularly as practically the whole of this great trade has been developed during the last twenty or thirty years. In the sense in which we are using the term, West Africa stretches for some 3,000 miles, and embraces nearly twenty different states, ranging from the Spanish territory known as Rio de Oro in the north to the Congo States in the south, and including the British Colonies of Gambia, Sierra Leone, the Gold Coast and Nigeria, the French territories of Senegal, French Guinea, the Ivory Coast, Dahomey, and the French Congo, the Spanish Possession named and Spanish Guinea, the independent state of Liberia, Portuguese Guinea, and the Portuguese Congo, the Belgian Congo, and the late German Possessions of Togoland and the Cameroons, now divided between England and France.

In many respects the requirements of most of these states are of similar character, and the big demand for cotton goods has placed Great Britain in the first place as a supplier to these markets. Cotton piece goods are imported in 3, 4, 6, 8, and 10 yard lengths, in shirtings for gowns, and in colours and prints for other garments. But besides cotton goods there is throughout the whole of this extensive region a large demand for domestic hardware and ironmongery, shoes, slippers and sandals, patent medicines, perfumery, and soap. Generally speaking, the demands of the civilized natives are of much the same character as those of Europeans. But in addition, there is constant development work going on throughout this long stretch of coast and its hinterland—railway construction and port improvement in particular. Altogether, there are some 40 ports along the coast, and continual adaptation to the increased import and export activities is necessary. West Africa, however, is still only at the beginning of its expansion, and in its *rôle* of supplying much of the raw material required by the industrial world is likely to make enormous headway in the near future.

WIDENING SCOPE OF SIAM'S PURCHASES.

(*British Export Gazette.*)

Siam is essentially a market for manufactured goods, nearly 80 per cent of the total imports coming under this category, while another 10 per cent represents foodstuffs. Cotton yarns and piece goods, gunny bags, machinery and metal manufactures, electrical goods, paper, medicine, soap, machine belting, and matches are enumerated as among the principal classes of goods imported, and it is interesting to note also that a considerable trade in motor cars and cycles is now established, the former being imported in the twelve months indicated to nearly £40,000. Western ideas are indeed spreading rapidly in this market, and the population of nine millions are showing themselves increasingly interested buyers of all classes of European commodities, this applying particularly to Bangkok, the capital, Chiengmai, and other large cities. Bangkok especially is becoming thoroughly western in appearance and habits is electrically lighted, and has a most flourishing tramway service. Through Bangkok practically all the import and export trade of the country passes, its European merchant community is keen and enterprising, and with between fifty and sixty rice mills, besides a number of saw mills in the city, most of which are equipped with modern machinery, Bangkok is in itself a remarkably good market for engineering supplies. In the future rice-milling, though likely to be always an important industry, will be rivalled by the growing activities in timber-milling and export, and by tin mining which is gradually spreading over the whole of the Siamese portion of the peninsula, while minor industries which show good promise include wolfram mining, and the manufacture of cement, soap, cigarettes, leather, furniture and biscuits.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in Western Division and at Public Elevators in the East; also U.S. Atlantic Seaboard Ports.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending August 13, 1920.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C. P. R.	110,932	8,532	19,778	.....	8,988	148,230
Empire Elevator Co.	* 3,097	* 1,502	* 1,525	1,008	436	* 4,680
Consolidated Elevator Co.	275,440	49,648	27,991	107,539	3,445	464,063
Ogilvie Flour Mills Co.	357,530	22,428	33,997	.....	6,469	420,424
Western Terminal Elevator Co.	64,256	4,543	4,223	41,488	.....	114,510
G. T. Pacific	39,205	33,968	9,831	31,937	2,913	117,854
Grain Growers' Grain Co.	58,285	38,202	21,879	.....	2,355	120,721
Fort William Elevator Co.	134,795	32,335	30,793	18,224	7,107	223,254
Eastern Terminal Elevator Co.			Closed.			
Northwestern Elevator Co.	327,599	149,652	27,277	43	2,691	507,262
Port Arthur—						
Port Arthur Elevator Co.	209,475	40,496	40,600	8,140	5,633	304,344
Sask. Co-op. Elevator Co.	149,459	22,355	7,566	127,343	759	307,482
Canadian Government Elevator	975,750	55,367	24,879	108,088	8,723	1,172,807
Thunder Bay	29,328	.....	* 7,538	677	80	22,547
Davidson and Smith	10,442	8,596	2,045	.....	423	21,506
Eastern—Richardson	71,370	33,073	3,252	10,897	* 121	118,471
Total Public Terminal Elevators	2,810,769	497,693	245,048	455,384	49,901	4,058,795
Total Private Terminal Elevators	253,900	105,387	17,169	82	.....	376,538
Saskatoon Can. Govt. Elevator	.....	.....	.....	.....	.....	—
Moosejaw Can. Govt. Elevator	.....	.....	.....	.....	.....	—
Calgary Can. Govt. Elevator	.....	.....	.....	.....	.....	.....
North Transcona, C.P.R.	.....	.....	.....	.....	.....	—
Total Interior Terminal Elevators	612,049	113,494	12,412	29,862	915	768,732
Depot Harbour			None in	store.		
Midland—						
Aberdeen Elevator Co.	11,600	.....	7,724	.....	.....	19,324
Midland Elevator Co.	256,530	.....	.....	.....	.....	256,530
Tiffin, G.T.P.	196,874	.....	.....	.....	.....	196,874
Port McNicoll	650,074	25,255	12,380	14,521	.....	702,230
Collingwood	.....	.....	.....	.....	.....	.....
Goderich—						
Elevator and Transit Co.	233,959	30,971	1,294	.....	.....	266,224
West. Can. Flour Mills Co., Ltd.	93,098	.....	.....	.....	.....	93,098
Toronto—						
Campbell Flour Mills Co.	6,951	.....	.....	.....	.....	6,951
Kingston—						
Montreal Transportation Co.	.....	.....	.....	.....	.....	—
* Commercial Elevator Co.			None in	store		
Port Colborne Dom. Govt. Elevator	.....	.....	.....	.....	.....	.....
* " Maple Leaf Milling Co., Ltd.	93,796	.....	.....	.....	.....	93,796
Montreal—						
Harbour Commissioners Nos. 1 & 2	1,160,791	212,957	233,562	21,629	549	1,629,488
Montreal Warehousing Co.	388,339	8,828	54,962	23,356	.....	475,485
Ogilvie Flour Mills Co.	308,641	.....	.....	.....	.....	308,641
Quebec Harbour Commissioners	.....	3,884	.....	.....	.....	3,884
West St. John, N.B., C.P.R.			None in	store.		
St. John, N.B., Can. Nat. Rys.			None in	stroe.		
Halifax, N.S., " "			None in	store.		
Total Public Elevators	3,400,653	281,892	309,922	59,506	549	4,052,525
*Total Country Elevators			Figures	not	recei	ved.
* U.S. Atlantic Seaboard Ports—						
Portland, Maine			Not	Reported.		
Baltimore, Maryland			Not	Reported.		
Total U.S. Atlantic Seaboard Ports	.....	.....	.....	.....	.....	.....
Total quantity in Store	7,077,371	998,466	584,551	544,834	51,365	9,256,590

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Public Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East, for the week ended August 13, 1920.

Grades.	Account Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard					
No. 1 Northern		1,143,333	Details not received.	1,316,684	
No. 2 "		581,679		950,286	
No. 3 "		317,054		551,741	
No. 4 Wheat		124,143		4,761	
No. 5 Wheat		93,876		124,698	
No. 6 "		15,606		—	
Other		535,078		452,483	
Totals		2,810,769	612,049	3,400,653	
Oats—					
No. 1 C.W.			Details not received.	—	
No. 2 "		71,612		106,855	
No. 3 "		126,598		90,644	
Ex. No. 1 Feed		24,131		4,158	
No. 1 Feed		74,439		7,757	
No. 2 Feed		120,160		28,927	
Other		80,753		43,554	
Totals		497,693	113,494	281,895	
Barley—					
No. 3 extra C.W.			Details not received.		
No. 3 C.W.		32,603		32,947	
No. 4 "		110,881		187,242	
Feed		49,238		32,418	
Rejected		31,792		32,626	
Other		20,534		17,689	
Totals		245,048	12,412	309,922	
Flax—					
No. 1 Northwestern Canada		170,128	Details not received.	37,877	
No. 2 C.W.		61,820			
No. 3 C.W.		115,416		11,204	
Rejected				10,425	
Other		108,020			
Totals		455,384	29,862	59,506	
Rye—					
No. 1 C.W.			Details not received.		
No. 2 "		26,372			
No. 3 "		—			
No. Grade		2,017			
Rejected		14,799			
Other		6,713		549	
Totals		49,901	915	549	
Total quantity in store		4,058,795	768,732	4,052,525	

Quantity of Wheat and other Grains in store at Public Terminal Elevators, Private Terminal Elevators, Interior Terminal Elevators, Country Elevators, U.S. Atlantic Seaboard Ports and Public Elevators in the East, on August 13, 1920, with comparisons for five years.

—	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
August, 13 1920—			
Public Terminal Elevators	2,810,769	1,248,026	4,058,795
Private " "	253,900	122,638	376,538
Interior " "	612,049	156,683	768,732
Country Elevators	.....	.....	.....
U.S. Atlantic Seaboard Ports	.....	.....	.....
Elevators in the East	3,400,655	651,872	4,052,525
Total	7,077,371	2,179,219	9,256,590
August 15, 1919—			
Public Terminal Elevators	585,677	3,302,706	3,888,383
Interior " "	55,700	380,687	436,387
Elevators in the East	2,253,335	2,846,665	5,100,000
Total	2,894,712	6,530,058	9,424,770
August 16, 1918—			
Public Terminal Elevators	38,889	4,222,239	4,261,128
Interior " "	82,480	508,692	591,172
Elevators in the East	1,452,417	2,788,917	4,241,334
Total	1,573,786	7,519,848	9,093,634
August 17, 1917—			
Public Terminal Elevators	1,909,994	4,778,316	6,688,310
Interior " "	287,732	135,013	422,74
Elevators in the East	2,725,277	6,759,907	9,485,184
Total	4,923,003	11,673,236	16,596,239
August 18, 1916—			
Public Terminal Elevators	9,934,382	8,410,571	18,344,953
Interior " "	505,136	113,750	618,886
Elevators in the East	6,339,875	5,923,156	12,263,031
Total	16,779,393	14,447,477	31,226,870
August 19, 1915—			
Public Terminal Elevators	362,787	1,351,882	1,714,669
Interior " "	3,913	15,163	19,076
Elevators in the East	1,317,167	1,005,121	2,322,288
Total	1,683,867	2,372,166	4,056,035

BUILDING BRICKS REQUIRED IN CUBA.

Major H. A. Chisholm, Canadian Government Trade Commissioner in Havana, Cuba, writes as follows:—

"I have recently had a number of inquiries for building bricks. The Cuban Customs Tariff places common bricks unglazed for building purposes on the free list. This means, of course, that American manufacturers hav eno advantage whatever over Canadian manufacturers. Building bricks of inferior quality are manufactured in Cuba, but the domestic supply does not nearly meet the demand. Building bricks are selling at the present time in Havana at from $50 to $60 per thousand. I have just learned that one Havana importer has recently sold $40,000 worth of Scotch fire bricks for the installation of boilers and furnaces, etc., in sugar mills. On fire bricks the general tariff rate is 10 per cent ad valorem and the rate on fire bricks of United States origin is 8 per cent ad valorem.

Receipts and Shipments of the different kinds of Canadian Grain at the Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in the Western Division, and Public Elevators in the East; also United States Atlantic Seaboard Ports for the week ending August 13, 1920.

PUBLIC TERMINAL ELEVATORS.

——		Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Receipts	Rail	1,751,303	146,937	89,098	40,501	4,336	.....	2,032,175
Shipments	Vessel	1,232,379	69,269	73,912	83,649	1,098	.....	1,460,307
	Rail	43,782	183,758	17,986	3,032	.....	.....	248,558

PRIVATE TERMINAL ELEVATORS.

Receipts	Rail	41,984	32,038	8,207	.....	.....	.....	82,229
Shipments	Vessel	53,173	.....	.....	.....	.....	.....	53,173
	Rail	14,629	42,250	25,809	.....	.....	.....	82,688

INTERIOR TERMINAL ELEVATORS.

Receipts	Rail	511	14,278	.....	2,457	.....	.....	17,246
Shipments	Rail	152,240	73,067	1,250	13,044	76	.....	239,677

COUNTRY ELEVATORS, WEST DIVISION.

Receipts	Rail	.....	.....	.....	.....	.....	.....	.....
Shipments	Rail	.....	.....	.....	.....	.....	.....	.....

PUBLIC ELEVATORS IN THE EAST.

GEORGIAN BAY PORTS.

Receipts	Vessel	974,624	112,391	.....	31,910	.....	.....	1,118,925
Shipments	Rail	855,258	147,366	195,208	17,388	.....	.....	1,215,220

LOWER LAKE PORTS.

Receipts	Vessel	211,180	.....	.....	.....	.....	.....	211,180
	Rail	2,190	.....	.....	.....	.....	.....	2,190
Shipments	Vessel	297,935	.....	.....	.....	.....	.....	297,935
	Rail	23,024	9,934	3,017	.....	.....	.....	35,975

ST. LAWRENCE PORTS.

Receipts	Vessel	294,362	36,420	63,827	21,629	.....	.....	416,238
	Rail	1,006,847	83,277	130,311	.....	.....	.....	1,220,435
Shipments	Vessel	155,646	25,080	.....	.....	.....	.....	180,726
	Rail	.....	.....	.....	.....	.....	.....	.....

SEABOARD PORTS.

Receipts	Rail	.....	.....	.....	.....	.....	.....	.....
Shipments	Vessel	.....	.....	.....	.....	.....	.....	.....

TOTAL, PUBLIC ELEVATORS IN THE EAST.

Receipts	Vessel	1,480,166	148,811	.....	.....	.....	.....	1,628,977
	Rail	1,009,037	83,277	130,311	.....	.....	.....	1,222,625
Shipments	Vessel	1,022,244	.....	223,439	.....	.....	.....	1,245,683
	Rail	1,033,928	182,380	198,225	17,388	.....	.....	1,431,921

U.S. ATLANTIC SEABOARD PORTS.

Receipts	Rail	.....	.....	.....	.....	.....	.....	.....
Shipments	Vessel	.....	.....	.....	.....	.....	.....	.....

Quantities of United States Grain in Store, Received and Shipped at the Public Elevators in the East for the week ending August 13, 1920, in comparison with the same period last year.

	Wheat Bush.	Oats Bush.	Barley Bush.	Rye Bush.	Corn Bush.	Total Bush.
Depot Harbour	155,580	134,301	.....	.....	10,440	300,321
Aberdeen Elevator Co.	.....	.....	.....	.....	.....	.....
Midland Elevator Co.	.....	.....	.....	.....	.....	.....
Tiffin, G.T.P.	136,373	.....	.....	.....	.....	136,373
Port McNicoll, C.P.R.	261,795	.....	.....	10,799	.....	272,594
Hbr. Comms. 1 and 2	616,769	.....	8,137	301,542	22,809	949,257
Totals	1,170,517	134,301	8,137	312,341	33,249	1,658,545
Same period last year	120,723	279,415	108,426	372,504	1,014	882,082

GEORGIAN BAY PORTS.

	Receipts.		Shipments.	
	Water Bush.	Rail Bush.	Water Bush.	Rail
Wheat	363,064	.....	.....	530,179
Oats	136,320	.....	.....	24,000
Corn	33,897	.....	.....	34,904
Rye	109,931	.....	.....	206,252

ST. LAWRENCE PORTS.

Montreal Harbour Commissioners, 1 and 2	.....	.....	.....	.....
Wheat	45,516	152,401	205,827	.....
Barley	.....	5,379	23,333	245
Corn	.....	14,987	.....	296
Rye	.....	181,550	246,280	.....

LARGE QUANTITIES OF CANADIAN OATS WANTED IN CUBA.

Trade Commissioner H. A. Chisholm sends the following inquiry for oats for Cuba:—

A contractor to the Cuban army is in the market to buy 200,000 bushels of oats in 5-bushel sacks yearly, either according to ruling market price or on a six to twelve months price contract. This party informs me that the Cuban army authorities prefer good Canadian oats to any other. The general tariff rate on oats is $0.52 per hundred kilos (gross weight) and the rate to the United States is $0.416.

Receipts and Shipments of the Different Kinds of Grain at Fort William and Port Arthur Public and Private Terminal Elevators during the eleven months ended July 31, 1920 and 1919.

	Receipts.							
	Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.	Mixed Grains.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lb.
September, 1919	16,013,726	1,818,832	1,023,840	31,028	219,190	.....	19,106,616	2,477,421
October, 1919	19,348,666	4,965,057	1,449,940	229,290	176,965	.....	26,169,918	6,403,202
November, 1919	16,163,932	4,273,606	1,515,155	281,668	202,171	60,709	22,497,241	4,635,164
December, 1919	9,601,846	3,043,399	980,755	191,157	104,125	59,300	13,980,582	2,965,948
January, 1920	5,536,588	2,338,219	586,701	102,763	54,702	.....	8,618,973	1,651,464
February, 1920	2,929,467	774,589	327,168	48,058	53,894	3,456	4,136,632	1,016,538
March, 1920	2,472,958	810,865	478,061	45,628	77,216	4,521	3,889,249	1,210,532
April, 1920	4,234,335	2,331,759	654,437	50,355	98,456	.....	7,369,342	1,858,506
May, 1920	4,417,976	2,344,356	315,966	67,551	57,533	35,935	7,239,317	1,029,982
June, 1920	2,185,156	517,945	91,567	125,688	37,185	.....	2,957,541	722,426
July, 1920	4,907,450	1,411,549	468,194	357,180	57,767	.....	7,202,140	1,101,925
Total Eleven Months, 1920	87,812,100	24,630,176	7,981,784	1,530,366	1,392,204	163,921	123,167,551	25,073,108
Total Eleven Months, 1919	96,196,378	11,734,084	9,283,904	2,044,758	913,801	108,603	120,281,528	16,670,504

	Shipments.							
	Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.	Mixed Grains.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lb.
September, 1919 Lake	12,124,172	1,308,751	536,332	.....	66,131	.....	14,035,386	874,008
Rail.	267,513	556,799	184,195	24,318	5,589	.....	1,038,414	1,294,292
October, 1919 Lake	19,650,889	2,048,788	1,054,679	54,140	109,513	.....	22,918,009	1,680
Rail.	264,803	1,130,170	72,927	48,547	5,159	.....	1,521,606	1,522,953
November, 1919 Lake	15,763,771	4,409,253	1,320,270	256,924	335,500	.....	22,085,718	302,580
Rail.	305,375	429,372	56,326	34,806	9,794	60,709	896,382	1,213,199
December, 1919 Lake	5,359,235	1,416,264	770,128	.....	.....	.....	7,545,627	71,240
Rail.	1,010,523	993,575	147,863	127,636	2,590	59,296	3,341,483	2,153,149
January, 1920 Rail.	5,166,290	904,114	358,686	62,997	.....	.....	6,492,087	657,410
February, 1920 Rail.	1,762,396	861,835	228,229	116,683	451	1,065	2,970,659	452,760
March, 1920 Rail.	2,370,851	619,413	88,993	16,529	.....	1,527	3,097,313	344,414
April, 1920 Lake	4,060,904	594,778	569,613	.....	290,226	.....	5,515,523	.....
Rail.	432,557	783,252	116,810	39,782	.....	.....	1,072,401	1,902,544
May, 1920 Lake	9,929,806	5,250,696	1,272,080	.....	288,702	.....	16,741,284	320,307
Rail.	133,214	308,507	112,169	64,441	— 2,518	36,535	652,348	1,084,636
June, 1920 Lake	2,991,813	97,635	126,452	.....	63,227	.....	3,279,127	173,200
Rail.	390,335	300,046	63,288	26,292	99	.....	780,060	1,171,605
July, 1920 Lake	4,707,545	1,238,145	618,033	109,480	53,539	.....	6,726,64	2,173,200
Rail.	105,027	657,884	45,887	7,008	.....	.....	815,806	1,201,883
Total Eleven Months, 1920.. Lake	74,588,135	16,364,310	6,267,589	420,544	1,206,838		98,847,416	1,569,815
Rail.	12,208,884	7,244,967	1,475,373	569,039	21,164	159,132	21,678,559	12,998,845
Total Eleven Months, 1919.. Lake	89,034,661	4,935,112	7,346,693	1,277,923	673,259		103,276,648	505,108
Rail.	6,524,15	96,516,643	1,278,763	743,75	1,104,699	25,972	15,193,987	9,207,357

Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other Points in the Western Division for the Undermentioned Periods.

	Month of July, 1920.	Ten Months ended July, 1920.	Ten Months ended July, 1919.
Wheat, Spring—	No.	No.	No.
One Hard	.....	133	592
One Hard White Fife	.....	.....	.....
One Man. Northern	1,058	34,015	41,772
Two Man. Northern	882	22,085	17,268
Three Man. Northern	640	14,340	16,249
Number Four	93	1,211	10,802
Number Five	210	614	5,421
Number Six	16	205	3,539
Feed	14	156	935
Smutty	21	272	776
No Grade	352	15,848	4,266
Rejected	122	3,577	1,706
Condemned	1	28	44
No Established Grade	.....	4	6
No. 1	.....	42	94
No. 2	.....	12	50
No. 3	.....	5	9
No. 1 Goose	.....	.....	31
No. 2 Goose	183	3,700	.....
No. 4 Special	31	862	.....
No. 5 Special	6	199	.....
No. 6 Special	1	33	.....
No. 1 Durum	1	15	.....
No. 2 Durum	1	21	.....
No. 3 Durum	3,632	97,377	103,561
Total Spring Wheat ... Cars	4,449,200	119,286,825	129,451,250
Total Spring Wheat ... Bush.			
Wheat, Winter—			
One A.R.W	1	16	17
Two A.R.W	.....	6	27
Three A.R.W	.....	.....	4
Four R.W	.....	.....	.....
Five Winter	.....	.....	.....
One White Winter	.....	22	.....
Two White Winter	.....	4	.....
Three White Winter	.....	.....	.....
Four White Winter	.....	.....	.....
One Mixed Winter	.....	.....	.....
Two Mixed Winter	.....	.....	.....
Three Mixed Winter	.....	.....	.....
Four White Winter	.....	3	1
No Grade	.....	.....	.....
Rejected	.....	.....	.....
Smutty White Winter	1	54	49
Total Winter Wheat ... Cars	1,225	66,150	61,250
Total Winter Wheat ... Bush.	3,633	97,431	103,610
Total Wheat ... Cars			
Total Wheat ... Bush.	4,450,425	119,352,975	129,512,500
Oats—			
Extra No. 1 C.W	.....	12	9
Number One Canadian Western	233	4,663	2,025
Number Two Canadian Western	449	6,055	2,000
Number Three Canadian Western	101	2,782	2,123
Extra Number One Feed	216	3,264	3,161
Number One Feed	235	3,500	2,963
Number Two Feed	45	745	655
Rejected	264	11,527	2,085
No Grade	1	13	14
Condemned	39	651	403
Mixed Grain	.....	.....	.....
Mixed Grain No. 2	.....	.....	1
Speltz	1,583	33,212	15,439
Total Oats ... Cars	3,086,850	64,763,400	32,421,900
Total Oats ... Bush.			

Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other Points in the Western Division for the Undermentioned Periods.—*Continued.*

		Month of July, 1920.	Ten Months ended July, 1920.	Ten Months ended July, 1919.
Barley—		No.	No.	No.
Number Two C.W		.....	37	8
Number Three Extra C.W		209	3,043	3,977
Number Three C.W		160	2,237	2,448
Number Four C.W		66	668	928
Rejected		98	3,714	1,475
No Grade		.....	.....	1
Condemned		.....	.....	.....
Smutty		96	1,224	741
Feed		629	9,923	9,578
Total Barley	Cars	849,150	13,396,050	12,930,300
	Bush.	.....	.....	.....
Flaxseed—		104	1,678	1,830
Number One N.W. Canada		70	235	532
Number 2 C.W		175	302	212
Number 3 C.W		213	334	33
Rejected		1	140	50
No Grade		.....	.....	2
Condemned		563	2,689	2,659
Total Flaxseed	Cars	563,000	2,689,000	2,659,000
	Bush.	.....	.....	.....
Rye—		.....	11	8
Number 1 C. W		59	1,211	738
Number 2 C. W		16	372	172
Rejected		14	199	253
No Grade		.....	.....	1
Feed		.....	1	.....
Condemned		89	1,794	1,172
Rye	Cars	102,350	2,063,100	1,289,200
	Bush.	.....	.....	.....
Corn	Cars	49	644	569
	Bush.	49,000	644,000	569,000
Screenings	Cars	.....	6	9
	Bush.	.....	.....	.....
Buckwheat	Cars	.....	6,000	9,000
	Bush.	.....	.....	.....
		.....	2	.....
Recapitulation.		.....	2,000	.....
Grain—				
Wheat	Cars	3,633	97,431	103,610
	Bush.	4,450,425	119,352,975	129,512,500
Oats	Cars	1,583	33,212	15,439
	Bush.	3,086,850	64,763,400	32,421,900
Barley	Cars	629	9,923	9,578
	Bush.	849,150	13,396,050	12,930,300
Flaxseed	Cars	563	2,689	2,659
	Bush.	563,000	2,689,000	2,659,000
Rye	Cars	89	1,794	1,172
	Bush.	102,350	2,063,100	1,289,200
Screenings	Cars	49	644	569
	Bush	49,000	644,000	569,000
Corn	Cars	.....	6	9
	Bush	.....	6,000	9,000
Buckwheat	Cars	.....	2	.....
	Bush	.....	2,000	.....
Total grain	Cars	6,546	145,701	133,036
	Bush.	9,100,775	202,916,525	179,390,900
Canadian Pacific Railway, Winnipeg and other points		3,474	71,908	67,860
Canadian Northern Railway		2,437	53,045	49,141
Great Northern Railway, Duluth		88	667	1,010
Grand Trunk Pacific		547	20,081	15,025
Total		6,546	145,701	133,036

Recapitulation Comparative Figures for eleven months ending June 31, 1920.

	Total Number of Cars.
1901- 2	55,606
1902- 3	144
1903- 4	39,249
1904- 5	39,928
1905- 6	67,163
1906- 7	76,462
1907- 8	62,867
1908- 9	87,103
1909-10	110,999
1910-11	97,419
1911-12	172,845
1912-13	185,289
1913-14	192,918
1914-15	121,356
1915-16	334,429
1916-17	225,811
1917-18	170,287
1918-19	133,036
1919-20	145,701

POSSIBILITIES OF TRADE WITH FINLAND.

(Manchester Guardian Commercial.)

The Consul General for Finland in London communicates the following interesting particulars regarding the opportunities for trade in Finland:—

As Finland on the whole lacks minerals and other articles necessary for industries except timber, and as the demand for foodstuffs is satisfied only as far as dairy products are concerned, the need of the country consists of all other kinds of foodstuffs and raw materials. As to manufactured goods, the demand in Finland is only satisfied by the production of the timber and paper industries. There is, therefore, a demand for all other manufactured articles.

ARTICLES IN DEMAND.

The principal articles of import during the last normal year, 1913, were:—

Colonial products: Coffee, chicory, tea, cocoa, sugar, etc., salt, tobacco, spices.

Metals: Lead, iron and steel (pig iron, rails, etc.), aluminium, copper, brass, tin, spelter, etc.

Machinery: Agricultural, dairy, and other kind.

Minerals and mineral products: Coal, cement, iron ore, etc., bricks, etc., glass, earthenware, porcelain products.

Textile materials: Wool and shoddy, cotton, silk, flax, hemp and jute, yarn and ropes, cotton yarn, linen, hemp and jute yarn, woollen yarn, twine, ropes, etc.

Woven fabrics of cotton, wool, linen, hemp, jute, silk, etc., and laces, fishing nets, linoleum, etc.

Ready-made clothing, hosiery, hats, caps, umbrellas, sunshades, socks.

Oils and fats: Linseed oil, petroleum, petrol, kerosene, turpentine and turpentine oil, tallow, candles, soap, etc.

Chemicals: Alum, chloride of lime, potash, sulphur, etc.

Fertilizers, hides, canned goods, seeds, and cattle food.

NEW INCORPORATIONS.

Dominion.

J. H. Williams and Company, Limited. Incorporators: William James Elliott, manufacturer, George Bennett Burson, and Robert Bland Johnston, barristers-at-law; and others—all of St. Catharines. Capital $2,000,000. Chief place of business, St. Catharines.

Windatt Coal Company, Limited. Incorporators: William Andrew Windatt, coal merchant; Horace Creasor Crawford, barrister; and others—all of Winnipeg. Capital $250,000, divided into 2,500 shares of $100 each. Chief place of business, Winnipeg.

Canadian Motor Craft Shops, Limited. Incorporators: Frank Jones, manager; Joseph Lockwood Harrington, agent; and others—all of Montreal. Capital $100,000, divided into 10,000 shares of $10 each. Chief place of business, Montreal.

Household Appliances, Limited. Incorporators: Michael Arthur Phelan, K.C., Westmount; Charles Stuart LeMesurier, advocate; and others—of Montreal. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of business, Montreal.

Export Pulpwood Company, Limited. Incorporators: Andrew Ross MacMaster, K.C., Westmount; Henri Morin, notary public; and others—all of Montreal. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of business, Montreal.

The Gourley Shoe Company, Limited. Incorporators: Charles Lawrence Dunbar and Leo William Goetz, solicitors; and others—all of Guelph. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of business, Mount Forest, Ont.

Bole Grain Company, Limited. Incorporators: Frederick Hartington Bole and David Lennox Bole, grain merchants; Frederick Royden Morris, barrister-at-law; and others—all of Fort William. Capital $500,000, divided into 5,000 shares of $100 each. Chief place of business, Fort William.

Exide Batteries of Canada, Limited. Incorporators: Robert Everett Laidlaw, barrister-at-law; and others—all of Toronto. Capital $1,050,000. Chief place of business, Toronto.

Associated First National Pictures (Eastern Canada), Limited. Incorporators: Harry Brouse, merchant; Benjamin Franklin Stapleton and Donn Benjamin Stapleton, managers; George David Kelley and Leo Andrew Kelley, barristers-at-law—all of Ottawa. Capital $187,500, divided into 1,875 shares of $100 each. Chief place of business, Ottawa.

The Bear River Steamship Company, Limited. Incorporators: Robert Spelman Robertson, barrister-at-law; and others—all of Toronto. Capital $150,000, divided into 1,500 shares of $100 each. Chief place of business, Bear River, N.S.

British Columbia.

B.C. Marine Engineers and Shipbuilders, Limited. Capital $1,000,000. Registered office, Vancouver.

Bevan Lumber and Shingle Company, Limited. Capital $60,000. Registered office, Bevan.

Ontario.

The Regent Mines, Limited. Incorporators: William John Dougherty and Peter Francis McRae, agents; and others—all of Sarnia. Capital $1,000,000, divided into 1,000,000 shares of $1 each. Head office, Sarnia.

Aylmer Products, Limited. Incorporators: David Inglis Grant, Andrew Dodds, barristers-at-law; and others—all of Toronto. Capital $500,000. Head office, Aylmer

Algonquin Lumber Company, Limited. Incorporators: James Edward Day and Joseph Patrick Walsh, barristers-at-law; and others—all of Toronto. Capital $100,000, divided into 1,000 shares of $100 each. Head office, Toronto.

The Port Burwell Canning Company, Limited. Incorporators: Thomas Roberts Ferguson, K.C.; and others—all of Toronto. Capital $150,000, divided into 1,500 shares of $100 each. Head office, Toronto.

E. Pullan, Limited. Incorporators: Benjamin Luxenberg, barrister-at-law; and others—all of Toronto. Capital $500,000, divided into 5,000 shares of $100 each. Head office, Toronto.

John M. Hall Company, Limited. Incorporators: John Marshall Hall, manufacturer; and others—all of Toronto. Capital $100,000, divided into 20,000 shares of $5 each. Head office, Toronto.

Manitoba.

Manitoba Motors, Limited. Incorporators: Thomas Thornton Snell, automobile dealer; and others—all of Winnipeg. Capital $150,000, divided into 1,500 shares of $100 each. Chief place of business, Winnipeg.

Dawson Road Packing Company, Limited. Incorporators: Gastave Reisig, packer; James Major, barrister-at-law; and others—all of Winnipeg. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of business, Winnipeg.

Columbia and Western Lumber Company, Limited. Incorporators: Clive Jeffrey McLeod, solicitor; and others—all of Winnipeg. Capital $250,000, divided into 25,000 shares of $100 each. Chief place of business, Winnipeg.

Western Auxiliary Valve Company, Limited. Incorporators: Horace Davies, broker; John Wilson Morrison, barrister-at-law; and others—all of Winnipeg. Capital $150,000, divided into 15,000 shares of $10 each. Chief place of business, Winnipeg.

CHANGE IN METHOD OF APPLYING INTERNAL-REVENUE TAXES IN SPAIN.

(United States Commerce Reports.)

According to the Royal Order of June 9, 1920, a copy of which was transmitted by the American Ambassador at Madrid, the Spanish customs authorities have changed the procedure in regard to the affixing of internal-revenue stamps to imported goods, with a view to relieving the congestion at the customs houses. Instead of paying the internal taxes at the customs houses, importers are now allowed to present a declaration for each package, specifying the character of the contents subject to the internal-revenue tax; the customs authorities affix the declaration to the corresponding package and issue a permit, the duplicate of which is transmitted to the customs collector at the point of destination, where the internal taxes are paid.

CONTROL OF SHOE PRICES IN SPAIN.

(Consul General Carlton Bailey Hurst, Barcelona, in United States Commerce Reports)

A permanent committee on the skin, leather, and shoe trade has been formed in Spain to regulate and control the supply on the domestic market, the manufacture and sale of shoes, the type of shoe to be produced, and selling prices. The prices fixed by the committee, on a basis of the exact cost of production, will be plainly marked on the soles of the shoes, and will be the fixed selling figures at place of origin. To these an addition will be permitted for transportation to other points in Spain. The prices will cover the cost of raw materials, labour, and a profit of not more than 5 per cent for manufacturers and 10 per cent for retailers. For made-to-order shoes a stamp "Calzado á medida" is required, and no store may keep more than 50 pairs of this class in stock.

All boot and shoe makers must submit models of their products to the committee, and when the type shoe, "calzado tipo," is approved and appraised retailers will be obliged to keep this class in stock for sale to the consumer at the officially fixed price.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "The Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa," or The Secretary of the Canadian Manufacturers' Association, Toronto, Montreal, Winnipeg, Amherst, N.S., and Vancouver, or The Secretary of the Board of Trade at Toronto, Hamilton, Kingston, Brandon, Halifax, Montreal, Quebec, St. John, Sherbrooke, Vancouver, Victoria, Winnipeg, Edmonton, Calgary, Moosejaw, Saskatoon, Sault Ste. Marie, Fort William, Port Arthur, Moncton, Regina, New Westminster, B.C., Sydney (Cape Breton), North Sydney (Cape Breton), Guelph, Peterborough, Brantford, Kitchener, St. Mary's, Ont., Chambre de Commerce de Montreal, The London, Ont., Chamber of Commerce, The Stratford Chamber of Commerce, The Border Chamber of Commerce, Windsor, Ont., and Kitchener Manufacturers' Association.

Food Products.

1644. **Potatoes.**—A Dutch firm are in the market for Canadian potaoes, and will be glad to receive quotations from Canadian exporting firms. These are for re-export.

1645. **Bacon, lard, cheese, and eggs.**—A Manchester firm would like to hear from exporters of bacon, lard, cheese, and eggs.

1646. **Cheese.**—A Dutch firm are anxious to get in touch with exporters of first-class Canadian cheese, and will be glad to receive quotations f.o.b. Canadian ports or c.i.f. Dutch port.

1647. **Poultry and general produce.**—A Liverpool firm wish to secure an agency for meats, rabbits, poultry, and general produce.

1648. **Oatmeal, oats, barley, etc.**—A Lancaster firm ask to be placed in touch with reputable shippers of the above.

1649. **Cereal foods.**—A Bolton, Lancashire, firm are interested in the importation of all classes of cereal foods.

1650. **Apples and other fruit.**—A London company of fruit salesmen and merchants wish to take up the handling of Canadian apples and other fruits, and in this connection would like to hear from Canadian shippers prepared to negotiate.

1651. **Fruit.**—A Manchester firm inquire for shippers of apples and pears.

1652. **Fruit.**—A Manchester firm invite offers of apples and pears for delivery in the coming season.

1653. **Fruit.**—A Manchester firm would like to receive offers of apples and pears in barrels and boxes.

1654. **Canned fruits.**—A Manchester firm invite quotations from exporters of canned fruits and vegetables.

1655. **Canned foodstuffs.**—A firm in Jassy, Roumania, desire to receive quotations and other particulars from Canadian firms in a position to export all kinds of canned foodstuffs.

1656. **Flour, butter, cheese, and foodstuffs.**—An important business man in British Honduras writes as follows: "With a view of opening up trade relations between Canada and British Honduras under the new preferential tariff agreement, I wish to get into communication with Canadian business houses selling flour, butter, cheese, and other foodstuffs. It should be noted that a freight and passenger steamship service will soon be established between Canada and British Honduras, and it is to be hoped that Canadian business houses will take early opportunity of this service of sending travelling salesmen to this colony with samples to introduce the products of the Dominion and open up business connections."

1657. **Canned goods.**—A Bolton firm ask to be placed in touch with exporters of all kinds of canned goods.

1658. **Canned meats and salmon.**—A Manchester firm inquire for exporters of canned meats and canned salmon.

1659. **Flour.**—A London company, who are opening up trade with Palestine, Syria, Persia, and Mesopotamia, wish to get into touch with Canadian manufacturers of flour.

1660. **Foodstuffs and hardware.**—A South African agency in Cape Town, with branch offices in Johannesburg and Durban, wish to represent Canadian firms exporting hardware and foodstuffs. They have specialized in these two lines. The head of the firm will visit Canada shortly.

1661. **Confectionery.**—A Bolton, Lancashire, firm ask for offers of chocolate and confectionery.

1662. **Sugar.**—A Bolton, Lancashire, firm ask to be placed in touch with exporters of the above.

1663. **Cheese and eggs.**—A Manchester firm inquire for exporters of cheese and eggs.

1664. **General foodstuffs.**—A Manchester firm are always open to consider offers of hog products, canned meats, fruits, cheese, etc.

1665. **Oats, barley, hay.**—A Manchester firm are always prepared to ronsider offers of oats, barley, and hay.

Paper, Pulp, and Wooden Products.

1666. **Paper, cardboard, etc.**—A firm in Rome wish to do business with Canada in the foregoing.

1667. **Paper, etc.**—A Manchester firm are in a position to import all kinds of paper and leatherettes.

1668. **Paper.**—A Cape Town commission agent is seeking the representation of paper manufacturers. Twenty years' experience in the paper trade.

1669. **Printing paper.**—A Leeds firm are in a position to buy different classes of printing paper, if prices are favourable.

1670. **Paper.**—A Manchester firm would like to receive offers of coarse packing paper.

1671. **Paper.**—A Manchester firm are open to purchase all grades of paper direct from the makers.

1672. **Paper.**—A Manchester firm are open to consider offers of all kinds of paper.

1673. **Stationery.**—A firm in Jassy, Roumania, desire to receive quotations and other particulars from Canadian firms in a position to export all kinds of stationery supplies.

1674. **Paper.**—A Nottingham firm are prepared to consider offers of all grades of paper.

1675. **Newsprint.**—An Australian newspaper proprietor, who is visiting Canada with the Imperial Press Conference, wishes to secure 200 tons of newsprint paper.

1676. **Pulp.**—A Manchester firm inquire for exporters of wood-pulp.

1677. **Wallboards and wood-pulp boards.**—A London firm wish to purchase considerable supplies of wallboards and wood-pulp boards for shipment to their branches in New Zealand, and invite offers from Canadian manufacturers able to fill orders.

1678. **Wood-pulp boards.**—A Manchester firm inquire for manufacturers of wood-pulp boards for box-making purposes.

1679. **Paper, boards, etc.**—A Leicester firm inquire for exporters of wood shanks, leather boards for making heels, kraft browns and vellumoid.

1680. **Cardboard.**—A Leeds firm are large buyers of cardboard suitable for the manufacture of folding boxes, and ask to be placed in touch with exporters.

1681. **Lumber, plywood, hardware and furnishing.**—One of the oldest established British manufacturers' agencies in South Africa, with a successful record of 25 years, having their head office at Cape Town and branches at Johannesburg, Durban, and Port Elizabeth, wish to make connections with Canadian firms having lumber, plywood, hardware and furnishing for export. A representative of this firm is expected in Canada this month. This company are already representing in South Africa one very important Canadian manufacturing company.

1682. **Timber.**—A Manchester firm are in the market for spruce deals; would also be prepared to act as agents.

1683. **Timber.**—A Manchester firm inquire for exporters of pine, spruce, maple flooring, birch logs and boards.

1684. **Timber.**—A Chester firm are open to receive offers of timber of all kinds.

1685. **Timber.**—A Manchester firm would like to receive offers of pine and spruce deals and scantlings, also flooring boards.

1686. **Timber.**—A Manchester firm inquire for shippers of square and waney board pine logs, birch lumber and logs, pine and spruce deals and boards.

1687. **Lumber.**—A Manchester firm are open to purchase lumber of all kinds, rough and dressed. Doors and general structural timber.

1688. **Lumber.**—A firm in Naples would be glad to get in touch with Canadian exporters of lumber.

1689. **Lumber.**—A house in Rome are anxious to represent Canadian houses dealing in lumber.

1690. **Lumber for building purposes.**—A house at Ortona a Mare (Chieti) would be glad to enter into negotiations with Canadian firms with the end in view of representing them in Italy.

1691. **Lumber.**—A firm at Pescara, Italy, would welcome opening up trade connections with Canadian firms dealing in the foregoing.

1692. **Lumber.**—A very old-established firm at Sampierdarena (Genoa), with offices in Turin, are anxious to hear from Canadian firms wishing to export lumber to Italy.

1693. **Spruce.**—A London firm wish to hear from Canadian shippers of spruce.

1694. **Sitka spruce and seasoned hardwood.**—A London firm ask for the addresses of Canadian manufacturers who can supply sitka spruce, quarter cut, for pianos and pianolas; and also seasoned hardwood bench tops and factory doors.

1695. **Beech and birch boards.**—An automobile manufacturing company in London require beech and birch boards.

1696. **Soft elm and basswood boards.**—A London firm ask to be placed in touch with Canadian manufacturers of soft elm and basswood boards.

1697. **Western yellow pine.**—An Essex manufacturing company are open to buy western yellow pine.

1698. **Soft elm and ash boards.**—A Midlands company are open to purchase soft elm and also ash boards.

1699. **Lumber.**—A firm at Sestri Ponente, Italy, inquire for Canadian supplies of lumber.

1700. **Waterproof 3-ply wood.**—A London firm inquire for the names of Canadian manufacturers of waterproof 3-ply wood suitable for aircraft construction.

1701. **Veneer and 3-ply wood.**—A London company inquire for the addresses of Canadian manufacturers of veneer and 3-ply wood.

1702. **Pine doors.**—A Lancashire firm ask to be placed in touch with exporters of the above.

1703. **Staves.**—A Manchester firm can purchase large quantities of oak staves.

1704. **Last blocks.**—A Northampton firm are open to purchase kiln-dried maple last blocks and last makers' supplies.

1705. **Maple last blocks and mangle roller blocks.**—An East Anglian company seek supplies of roughly turned maple last blocks, and are also buyers of mangle roller blocks.

1706. **Maple last blocks.**—A Midlands company are prepared to buy maple last blocks in the rough.

1707. **Mangle roller blocks.**—A London firm of woodturners seek supplies of mangle roller blocks.

1708. **Mangle roller blocks.**—A woodturner in Kent wants to buy supplies of mangle roller blocks.

1709. **Wooden cigar boxes.**—American firm seek Canadian manufacturers of the above commodity.

1710. **Wooden wheels.**—A London firm are in the market for wood vehicle wheels, and would like to get into touch with Canadian manufacturers able to supply.

1711. **Orange boxes.**—A Cape Town firm of importers are inquiring for 100,000 orange boxes, delivery Cape Town, March, 1921. Full particulars as to sizes on file with the Commercial Intelligence Branch, Department of Trade and Commerce, quoting this inquiry. The specification of the box required is as follows: 8 pieces, tops, bottoms and sides, 26 inches by 5½ inches by ¾ inch; 3 pieces, middles and ends, 11½ inches by 11½ inches by ⅛ inch; cleats, 11 inches by ¾ inch by ⅜ inch. The tops, bottoms and sides to have rounded edges if possible. There is no objection to built-up ends and middles providing that these are well joined and well packed. White wood is required, thoroughly well seasoned.

1712. **Clothes pins.**—A Hull, England, firm are interested in receiving offers of the above.

Furniture.

1713. **Furniture.**—A Manchester firm are prepared to consider offers of all kinds of furniture; would also act as representatives for manufacturers of wood parquetry.

1714. **Furniture.**—A Cape Town importer of furniture asks for catalogues and prices on furniture of all kinds shipped in the knocked-down state, and in a special way on desks, chairs, and tables.

1715. **Office furniture.**—A house in Milan would be very glad to buy office furniture in Canada.

1716. **Furniture.**—A Manchester firm are open to consider offers of chairs, roll-top desks, and bedroom furniture.

1717. **Furniture.**—A Genoese house would like to open up correspondence with Canadian firms dealing in all kinds of furniture.

1718. **Household goods.**—A Turin house wish to buy household goods in Canada.

1719. **Office furniture.**—A Milanese firm would act as representatives for Canadian firms manufacturing office furniture.

Leathers.

1720. **Leather.**—A Manchester firm are prepared to import sole and upper leather.

1721. **Leather.**—A Leicester firm are in the market for light leathers for shoes, particularly dressed sheepskins for linings.

1722. **Leather.**—A Northampton firm are in the market for sole and upper leather.

1723. **Leather.**—A Northampton firm are always in the market for all kinds of good class upper leather, such as box calf, box veals, box sides and glace kid, patent sides, etc.

1724. **Leather.**—A Manchester firm are prepared to import hides and leather of all descriptions.

1725. **Raw wool, raw skins and hides, tanned leather.**—An old-established firm in Naples are most willing to represent Canadian firms dealing in the above.

1726. **Leather and furs.**—A house in Rome would be glad to enter into negotiations with Canadian firms with the end in view of representing them in Italy.

1727. **Leather.**—A firm in Rome would welcome opening up trade connections with Canada in the foregoing commodity.

1728. **Raw and tanned hides and skins.**—A very old-established house in Naples are anxious to hear from Canadian firms desiring to do business with Italy in the foregoing.

1729. **Leather.**—A Northampton firm would like to hear from exporters of glace kid.

Heavy and Light Chemicals.

1730. **Chemicals and drugs.**—A company in Jassy, Roumania, dealing in and manufacturing all kinds of chemicals and drugs, desire to receive samples and quotations from Canadian firms in a position to export chemicals and drugs of all sorts.

1731. **Chemical products.**—A house in Naples are desirous of getting in touch with Canadian firms wishing to do business with Italy in the foregoing.

1732. **Chemicals.**—A Manchester firm are open to consider offers of all kinds of chemicals.

1733. **Chemicals.**—A Manchester firm are prepared to consider offers of any chemicals, dyestuffs, or tanning materials; would also act as agents for manufacturers of chlorate of soda and potash.

1734. **Chemicals.**—A Manchester firm inquire for exporters of acetic acid, talc and cobalt salts.

1735. **Industrial alcohol.**—A London company ask for the addresses of Canadian producers of industrial alcohol for methylating purposes, 67° overproof in iron drums.

1736. **Drugs.**—A firm in Jassy, Roumania, desire to receive quotations and other particulars from Canadian firms in a position to export all kinds of drugs.

Machinery, Tools, and Hardware.

1737. **Machinery, tools, and hardware.**—An engineering and banking syndicate in Roumania desire prices and catalogues on the following articles immediately: Flour milling machinery for furnishing plant of 400 barrels per diem capacity, ice plant of 20 tons per diem capacity, conveying and transmission machinery, building materials of all kinds, machine tools, hardware, cooperage and wood-working machinery, motors and generators, tractors and gasolene engines, agricultural implements, automobiles and accessories, typewriting and calculating machines, measurement instruments, printing presses and linotypes. Manufacturers' prices are requested and payments will be made in cash. Agencies would be considered for some of the above articles.

1738. **Hollow-ware, tinware, domestic specialties, and labour-saving appliances.**—Glasgow correspondent states that there is a great demand in that area for hollow-ware, tinware, cast hollow-ware, household spring balances, and sad irons, and wishes to be placed in touch with any Canadian firms wishing to be represented in these lines. The demand for all domestic labour-saving appliances is very strong, and he would like to be placed in touch with all Canadian manufacturers who would consider export orders.

1739. **Motor body and metal fittings.**—Established British firm wish immediate connections with Canadian suppliers of motor body fittings, such as door handles, wind screens, window fitments and locks, all of reliable make and latest pattern. Also seek sources of supply of metal parts of office furniture such as desks and filing cabinets.

1740. **Hardware, glassware, and china.**—A London firm who claim a first-class connection among wholesalers and export houses are desirous of securing the agency

or selling rights of the United Kingdom of Canadian manufacturers of hardware, such as nails, screws, hinges, bolts, nuts; garden, farm and shop tools, and mincing machines; and also glassware and china.

1741. **Hardware.**—A firm in Jassy, Roumania, desire to receive quotations and other particulars from Canadian firms in a position to export all kinds of hardware.

1742. **Enamelled and aluminium kitchen utensils.**—A firm in Jassy, Roumania, dealing in all kinds of hardware, desire to receive catalogues and quotations from Canadian firms in a position to export enamelled and aluminium kitchen utensils.

1743. **Food choppers.**—There is a market in Scotland for domestic sale of Canadian food choppers, and Scottish importer would like to get in touch with Canadian manufacturers.

1744. **Kitchen utensils.**—A Turin, Italy, house are anxious to buy kitchen utensils in Canada.

1745. **Foundry plant and tools.**—A Manchester firm are open to purchase foundry plant and furnishings, also engineers' tools, or would act as representatives of manufacturers of same.

1746. **Tools, machines, etc.**—A Bradford, England, firm are interested in importation of tools, machines, etc., and all commodities used in the foundry and engineering trade.

Miscellaneous Manufactures.

1747. **Leathers, nails and wire.**—Established Belgian importer wishes to be placed in touch with Canadian manufacturers of upper leather for shoes, shoe nails, wire nails, and wire of every description. Has important connection for distribution of the same, and will furnish British references.

1748. **Granulated charcoal.**—American firm of oil and leather manufacturers wish to be placed in touch with Canadian manufacturers of ground and granulated charcoal.

1749. **Essential oils, essences, dyes, etc.**—A firm in Milan would buy on its own account the foregoing articles or act as representatives for Canadian firms.

1750. **Material for shipbuilders.**—A very important firm in Genoa, with branch offices abroad, are inquiring for the foregoing.

1751. **Metals and their alloys, technical articles, automobile accessories, etc.**—A well-known firm in Milan would like to open up correspondence with Canadian firms dealing in the above commodities.

1752. **Celluloid, lumber, metals in sheets, wood-pulp, etc.**—A most important Milanese house are anxious to act as commission agents for Canadian firms dealing in the foregoing commodities.

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

45. **R.S.**—Demobilized soldier just returned after four years' overseas service, aged twenty-three, desire to get in touch with party proceeding to England and France, to act as assistant salesman with some Canadian agencies. Has pleasing personality and thoroughly acquainted with England and France.

46. **R.S.**—A returned Canadian officer who held a commission in the R.F.C. and R.A.F. and spent five years overseas desires to represent two or three Canadian manufacturers on a commission basis. Before the war he was a commercial traveller for five years. Good connections in England. Willing to work hard to establish lines handled and is prepared to sail immediately arrangements are completed.

47. **R.S.**—A returned soldier who previous to four years' service in the war was engaged in the retail lumber business in New Brunswick for eighteen years desires to take up Canadian agencies in Europe. He is prepared to work on a commission basis and to go abroad at his own expense.

48-49 **R.S.**—Two young men who were in service overseas have just arrived in Canada from the West Indies and seek employment with firms as buyers or sellers of products in the British West Indies. They have a good knowledge of the customs and trade of the islands.

50. **R.S.**—A Canadian field officer, at present holding important Government appointment, possessing English and Canadian legal qualifications, and with fifteen years' business experience, desires a position in Japan, Hong Kong, or other place of warmer climate, as representative or manager (on a salary basis) of some business corporation. Has had considerable experience in organization and administration and handling of a large staff. Will supply excellent references.

51. **R.S.**—A Canadian who served in the French army from 1914 to 1919 proposes to return to Europe and would like to represent Canadian manufacturers in France and Belgium.

52. **R.S.**—A Canadian who saw four years' service overseas with the Canadian forces and has recently returned from Canada to England is desirous of being brought in touch with Canadian manufacturers who are looking for representation in the British Isles and France. He has excellent connections both in England and France, and would like to handle general lines. References.

53. **R.S.**—Canadian officer (four years' active service), university graduate, with good address, good knowledge of Danish, German, and French languages, and with family connections in highest business circles in Denmark, desires position representing firm of Canadian exporters in Scandinavian countries.

54. **R.S.**—Two returned soldiers having good connections with Poland wish to act as resident agents for Canadian firms. They have at present a representative in Warsaw, Poland, who is anxious to obtain celluloid specialties, also elastic used in the manufacture of men's suspenders and ladies' garters. Samples in all colours requested with quotations.

55. **R.S.**—A Canadian lawyer of Scottish descent, speaking and writing fluent French and with a good working knowledge of Russian, special knowledge of law and finance, and very considerable executive experience, seeks a position as commercial representative. Prepared to go abroad immediately provided that salary and conditions are satisfactory.

56. **R.S.**—A Canadian who served in France is about to take a business trip, during which he will visit England, France, and probably Switzerland, Spain, and Italy, and then proceed to North Africa and South Africa. He would like to represent Canadian manufacturing firms. He has had experience in selling engineering machinery, building supplies, etc., and would prefer to represent that class of manufacturers, but is willing to undertake any commission.

57. **R.S.**—Ex-naval officer (Accountant Branch), full war service, seventeen years resident in Canada, with banking experience, visiting London on business early in May, and would be glad to execute commissions of any kind that will bear the closest investigation.

58. **R.S.**—Returned officer, single, desires to represent Canadian manufacturer in Italy, from whence he has recently returned. Speaks Italian and French, and is conversant with Italian trade and customs.
and will cover seven countries on his trip.

59. **R.S.**—A returned business man, aged 43, very active, who qualified for a commission with staff duties, from the ranks, with over three years' service in Canada, England, and France, C.E.F., will entertain proposals for agency proposals. Now established as manufacturers' agent for foreign and domestic markets, general importing and exporting. His business training covers over twenty years' experience with representative concerns in New York city, Pittsburg, and elsewhere. He has thorough working knowledge of import and export technique, gained by operations from the ports of New York, Vancouver, and Victoria. Particularly desires Eastern Canadian

connections in machinery and metal products for sale in British Columbia or as manufacturers' export agent at Pacific seaboard. Can also use desirable connections in the Far East to mutual advantage.

60. R.S.—A Canadian who served four years overseas is at present acting as travelling salesman for a wholesale stationery company in Canada, but proposes to leave shortly for London, England, with the intention of opening up an agency there. He would like to get into communication with Canadian manufacturers who require representation.

61. R.S.—Ex-officer, graduate of McGill University in arts and law, with extensive experience in mortgage, land, and insurance organization, good linguist, with knowledge of Spanish and Portuguese, wishes to go to South America as representative of export firms.

62. R.S.—Two returned soldiers who are carrying on a commission business in New Westminster, B.C., would like to secure agencies for Canadian manufactures. They are especially interesting in woodworking industries.

63. R.S.—A returned soldier well acquainted with wholesale shipping and manufacturing firms in the United Kingdom, where he was a manufacturers' agent prior to 1912, proposes establishing in the United Kingdom an agency for Canadian goods. He has financial backing to the extent of $50,000, and has arranged for some Canadian agencies, but wishes to secure additional agencies for both manufactured goods and food products.

64. R.S.—Returned soldier, good business training, well connected in Scotland, holding teacher's certificate in Scotland and possessing tact, fluency, and executive ability, desires to represent manufacturer in British Empire. Unmarried.

65. R.S.—Returned soldier, Belgian born, formerly employed as interpreter on headquarters staff, intends visiting Europe on business. Would undertake commissions or the selling of goods on a commission basis. Speaks four languages fluently.

66. R.S.—A former officer of the Canadian Expeditionary Force, with experience as general sales agent and pre-war connections in England and Belgium, is leaving for Brussels in October and seeks representation for any Canadian firms interested. Would also undertake special commissions and inquiries on behalf of Canadian manufacturers.

67. R.S.—Two Canadian officers who served for three years in the British Army in Mesopatamia have established themselves as merchants in Bagdad, Mesopatamia. They would like to get in touch with Canadian exporters both of food products and manufactured goods. They are particularly interested in wire fencing and reinforced concrete posts, brick-making machinery, fuel oil engines from 20 to 40 horse-power with centrifugal pump for irrigation with lift of 25 feet.

68. R.S.—Ex-officer of the Imperial Army, now repatriated and established as importer and exporter in Toronto, wishes to be placed in touch with manufacturers who are considering the Indian market. Served in the Indian theatre for three years, and had the opportunity for studying Indian industry after the armistice.

69. R.S.—Representation in Central and South America: Captain in Canadian Expeditionary Forces, four years active service overseas, wishes to secure representation of Canadian manufacturers who are disposed to open commercial relations in Central and South America. At present connected with large American export firm. Recently returned from a trip to Central and South America, where prospects looked very good for Canadian goods. Spent several years in this territory previous to going overseas. Speaks English, Spanish and French. Best references furnished.

PROPOSED SAILINGS FROM CANADIAN PORTS.*

Subject to change without notice.

From Quebec.

To Liverpool.—*Victorian,* C.P.O.S. Line, about September 1; *Empress of France,* C.P.O.S. Line, about September 8; *Empress of Britain,* C.P.O.S. Line, about September 15; *Prince Frederick Wilhelm,* C.P.O.S. Line, about September 22.

From Montreal.

To Liverpool.—*Canada,* White Star-Dominion Line, about August 24; *Melita,* C.P.O.S. Line, about August 28; *Dominion,* White Star-Dominion Line, about September 4; *Minnedosa,* C.P.O.S. Line, about September 11; *Megantic,* White Star-Dominion Line, about September 18; *Metagama,* C.P.O.S. Line, about September 18; *Canada,* White Star-Dominion Line, about September 25.

To London.—*Bosworth,* C.P.O.S. Line, about August 25; *Verentia,* Cunard Line, about August 25; *Canadian Signaller,* Canadian Government Merchant Marine, Ltd., about August 28; *Lubeck,* Cunard Line, about August 31; *Verentia,* Cunard Line, about September 7; *Bothwell,* C.P.O.S. Line, about September 11; *Venusia,* Cunard Line, about September 14; *Villavia,* Cunard Line, about September 21; *Scotian,* C.P.O.S. Line, about September 24; *Mottisfont,* C.P.O.S. Line, about September 24.

To Glasgow.—*Scandinavian,* C.P.O.S. Line, about August 28; *Sicilian,* C.P.O.S. Line, about September 8; *Cassandra,* Anchor-Donaldson Line, about September 11; *Saturnia,* Anchor-Donaldson Line, about September 11.

To Newcastle-on-Tyne.—*Cairndhu,* Thomson Line, about September 6.

To Plymouth.—*Kamarima,* Fracanda Line (Canada Steamship Lines, general agents), about September 10.

To Southampton.—*Scandinavian,* C.P.O.S. Line, about August 28; *Grampian,* C.P.O.S. Line, about September 10.

To Avonmouth Dock (Bristol).—*Turcoman,* Dominion Line, about September 8; *Montcalm,* C.P.O.S. Line, about September 17.

To Manchester.—*Manchester Division,* Manchester Liners, about August 26; *Manchester Brigade,* Manchester Liners, about September 9; *Manchester Hero,* Manchester Liners, about September 18; *Manchester Mariner,* Manchester Liners, about September 30.

To Hull.—*Mendip Range,* Furness Line, about September 5.

To Leith.—*Cairnmona,* Thomson Line, about September 4; *Cairndhu,* Thomson Line, about September 11.

To Dublin.—*Ramore Head,* Head Line, about August 31.

To Belfast.—*Melmore Head,* Head Line, about September 5.

To Antwerp.—*Bosworth,* C.P.O.S. Line, about August 27; *Scandinavian,* C.P.O.S. Line, about August 28; *Grampian,* C.P.O.S. Line, about September 10.

To Rotterdam.—*Fanad Head,* Head Line, about August 28.

To Hamburg.—*Dunbridge,* C.P.O.S. Line, about August 26; *Fanad Head,* Head Line, about August 28.

To Havre.—*Kamarima,* Fracanda Line (Canada Steamship Lines, general agents), about September 10; *Scotian,* C.P.O.S. Line, about September 24.

To Bordeaux.—*Georgie,* Fracanda Line (Canada Steamship Lines, general agents), about August 27; *Mississippi,* Fracanda Line (Canada Steamship Lines, general agents), about September 10.

To Sweden.—*Bia,* Manchester Liners, early September.

**These sailings are not complete, but are compiled from lists of prospective sailings supplied by shipping companies.*

To South Africa (Cape Town, Port Elizabeth, East London, Durban, and Delagoa Bay).—*Wolfsburg*, Elder-Dempster Line, about August 25; *New Brunswick*, Elder-Dempster Line, about September 15.

To West Africa (Dakar, Sierre Leone, Seccondee, Accra, Lagos, etc.).—*Melville*, Elder-Dempster Line, about August 31.

To Australasian Ports (Melbourne, Sydney, Auckland, Wellington, and Dunedin).—

To Montevideo, Buenos Aires, and Rosario.—*Hostilius*, Houston Line, about August 30.

To Rio de Janeiro, Montevideo, and Buenos Aires.—*Canadian Seigneur*, Canadian Government Merchant Marine, Ltd., about September 10.

To Barbados, Trinidad, and Demerara.—*Canadian Observer*, Canadian Government Merchant Marine, Ltd., about August 25.

To Kingston (Jamaica).—*Canadian Adventurer*, Canadian Government Merchant Marine, Ltd., about August 26.

To St. John's, Nfld.—*Canadian Miner*, Canadian Government Merchant Marine, Ltd., about August 27; *Corunna*, Canada Steamship Lines, Ltd., about August 30.

To India and Far Eastern Ports.—*Canadian Pioneer*, Canadian Government Merchant Marine, Ltd., about August 25; *City of Agra*, Ellerman-Bucknalls, about August 30; *Halesius*, Houston Lines, about September 25; *City of Melbourne*, Ellerman-Bucknalls, about October 10.

From St. John.

To Barbados, Trinidad, Demerara, and British West Indies.—*Caraquet*, Royal Mail Steam Packet Co., about September 5.

From Halifax.

To British West Indies.—*Chignecto*, Royal Mail Steam Packet Co., about September 3.

To Liverpool via Newfoundland.—*Sachem*, Furness, Withy & Co., about August 24.

To Manchester.—*Manchester Exchange*, Furness, Withy & Co., about August 24.

From North Sydney.

To St. John's, Nfld.—*Sable I.*, Farquhar & Co., Ltd., about August 29.

From Vancouver, B.C.

To Australia and New Zealand.—*Canadian Winner*, Canadian Government Merchant Marine, Ltd., about September 15; *Niagara*, Canadian-Australian Line, about September 15; *Tahiti*, Canadian-Australian Line, about September 20.

To Yokohama, Kobe, Nagasaki, Hong Kong, and Manila.—*Ixion*, Blue Funnel Line, early September.

To Yokohama, Kobe, Moji, Shanghai, and Hong Kong.—*Monteagle*, C.P.O.S. Line, about September 14.

To Yokohama, Kobe, Nagasaki, Shanghai, Manila, and Hong Kong.—*Empress of Asia*, C.P.O.S. Line, about September 23.

To Karatsu, Shanghai, Hong Kong, and Singapore.—*Bessie Dollar*, Dollar Steamship Lines, about September 29.

SPARE PUBLICATIONS.

The Department of Trade and Commerce has on hand at present spare copies of a considerable number of publications which it would be glad to forward to any one in Canada desiring them, without charge, so long as the supply lasts. In some cases only single copies are available. Applications from libraries, universities, boards of trade or similar organizations will be given the preference. Applications should be addressed to "The Supplies Branch, Department of Trade and Commerce, Ottawa."

The demand for the spare publications heretofore listed has been very great and the supply in many cases exhausted within a day or so of the publication of the *Weekly Bulletin.*

Correspondents should confine their applications solely to the list given below. If other publications are desired a separate letter should be written.

Canada Grain Act, with Amendments, 1912.
Canadian Economic Commission to Siberia, 1919.
Census of Canada:
1901, Vol. 1, Population; 1911, Vol. 2, Religious Origins; 1890-91, Vol. 3; 1890-91, Vol. 4.
Census of the Northwest, 1885.
Census of the Northwest Provinces, Population and Agriculture, 1906.
Census of Statistics Monthly:
Vols. 7 and 8, 1914-15; Vols. 9 and 10, 1915-16.
China and Japan, 1914.
Chinese Markets for Canadian Products, 1919.
Coal Fields of Nova Scotia, 1909.
Dominion Election Act, 1917.
Final Report of the Fuel Controller, 1919.
German War and its Relation to Canadian Trade, 1914.
Grain Inspection in Canada, 1914.
Handbook for Export to South America, 1915.
Imperial Year Book, 1917-18.
Jubilee of Confederation, 1917. (English).
List of Licensed Elevators and Warehouses, 1919-1920.
Report of the Board of Grain Commissioners for Canada, 1917-1918.
Report on the Need for the Suppression of the Opium Traffic in Canada, 1908.
Royal Commission on Grain Trade in Canada, 1906.
Royal Commission on a Dispute between the Bell Telephone Company and Operators at Toronto, 1907.
Russian Trade, 1916.
Special Trade Commission to Great Britain, France, and Italy, 1916.
The Royal Commission re the Alleged Employment of Aliens by the Pere Marquette Railway in Canada, 1905.
Timber Export Trade of Australia, 1917.
Canadian Economic Commission to Siberia, 1919.
Trade after the War, 1916.
Trade with South China, 1919.
Trading in Spain, 1920.
Trial Shipments of Buckwheat via Panama Canal to the United Kingdom, 1918.
Wholesale Prices of Canada, 1910.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

G. B. Johnson, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rua Gonçalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

H. A. Chisholm, Canadian Government Trade Commissioner, 501 and 502, Teniente Rey 11, Havana. Casa de Corres—Apartado 1290. *Cable Address, Cantracom.*

France.

Hercule Barré, Canadian Government, Trade Commissioner, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland and Belgium.

A. Stuart Bleakney, Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

India.

H. R. Poussette, Canadian Government Trade Commissioner, c/o H.M. Trade Commissioner, 6 Royal Exchange Place, Calcutta.

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, vie Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; office 50-B Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Westminster House, Adderley Street, Cape Town. *Cable Address, Cantracom.*

South Eastern Europe.

L. D. Wilgress, Canadian Government Trade Commissioner, Athenee Palace Hotel, Bucharest. *Cable Address, Canadian.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commisioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing. London.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

J. Vernon McKenzie, Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address Sontums.*

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

W. C. Noxon, Director, Overseas Trade Branch of the Department of Trade and Commerce, 1 Regent Street, S.W. 1, Eng. *Cable Address, Canmission.*

United States.

John A. Cooper, Director Dominion Bureau of Information, 1463 Broadway, New York City.

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:
Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:
Valparaiso, British Consul General.

Colombia:
Bogota, British Consul General.

Ecuador:
Quito, British Consul General.
Guayaquil, British Consul.

Egypt:
Alexandria, British Consul General.

France:
Havre, British Consul General.
Marseilles, British Consul General.

India:
Calcutta. Director General of Commercial Intelligence.

Italy:
Genoa, British Consul General.
Milan, British Consul.

Mexico:
Mexico, British Consul General.

Netherlands:
Amsterdam, British Consul.

Panama:
Colon, British Consul.
Panama, British Vice-Consul.

Peru:
Lima, British Vice-Consul.

Portugal:
Lisbon, British Consul.

Spain:
Barcelona, British Consul General.
Madrid, British Consul.

Sweden:
Stockholm, British Consul.

Switzerland:
Geneva, British Consul.

Uruguay:
Monte Video, British Vice-Consul.

Venezuela:
Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 248 St. James Street, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows: H.M. Trade Commissioner, 6 Royal Exchange Place, Calcutta, India, that of the Commissioner for the Straits Settlements is: Mr. A. F. G. Anderson, H.M. Trade Commissioner, Singapore, Straits Settlements.

LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE DEPARTMENT OF TRADE AND COMMERCE.

(Revised to September 15, 1919.)

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report re Mail Subsidies and Steamship Subventions.
Canada and the British West Indies (1915). (Out of print.)
Canada The Country of the Twentieth Century (1915). (Out of print.)
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Report of the Canadian Economic Commission (Siberia), 1919.
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Russian Trade (1916).
Trade of South China (1919).
Trade with China and Japan (1914).
Timber Import Trade of Australia (1917).
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Toy Making in Canada (1916).
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

BUREAU OF STATISTICS PUBLICATIONS.

Annual Report of the Trade of Canada.
Annual Report on the Coal Trade of Canada (1918).
Annual Report on the Grain Trade of Canada.
Beet Sugar Industry (The), (1908).
Canada Year Book (The), (Annual).
Criminal Statistics (Annual).
Directory of the Chemical Industries in Canada (1919).
Monthly Bulletin of Agricultural Statistics.
Monthly Coal Statistics.
Monthly Cold Storage Statistics.
Monthly Report of the Trade of Canada.
Report of the Fifth Census of Canada:
- Vol. I. 1912, Areas and Population by Provinces, Districts and Sub-districts, with introductions, etc. (Out of print.)
- Vol. II, 1913, Religions, Origins, Birthplace, Citizenship etc.
- Vol. III, 1913, Manufactures, 1911.
- Vol. V, 1915, Forest, Fishery, Fur, etc.
- Vol. IV, 1914, Agriculture, 1911 (Out of print.)

Report on the Census of Industry, 1917:
- Part I. Agricultural Statistics.
- Part II. Dairy Factories.
- Part III. Fisheries.
- Part IV. Section I, Lumber, Lath, Shingles, etc.
- Part IV, Section II, Pulp and Paper.
- Other parts in preparation.

Report of Census of Prairie Provinces (Population and Agriculture), 1916.
Report of Conference on Vital Statistics, June, 1918.
Report of Postal Census of Manufactures, 1916.
Special Report on Foreign Born Population.

VOL. XXIII. AUGUST 30, 1920 No. 865

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



The Wharf at Santa Cruz de Teneriffe. (See p. 621.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA
THOMAS MULVEY
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1920

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa. Monday, August 30, 1920. No. 865.

EXPORTING FIRMS SHOULD NOTIFY COMMERCIAL INTELLIGENCE BRANCH.

Canadian firms who would like to receive information about trade opportunities overseas should notify the Commercial Intelligence Branch of the Department of Trade and Commerce that they are interested in export trade.

ADMISSION OF TRAVELLERS' LUGGAGE INTO THE UNITED KINGDOM.

Trade Commissioner Harrison Watson, London, in response to an inquiry as to the regulations governing the admission of travellers' luggage into the United Kingdom, writes as follows under date August 3:—

According to the regulations in force, "any quantity of a dutiable article is liable to duty on importation into the United Kingdom, and must be declared and produced, but the undermentioned quantities of certain goods may be passed by the officers free of duty provided (1) they are the bona fide unconsumed stores of the passenger who brings them for personal consumption, and (2) they are duly declared and produced:—

Manufactured tobacco, including cigars and cigarettes, ½ pound weight.
Spirits (other than cordials and perfumed spirits), ½ pint.
Cordials and perfumed spirits, ½ pint.
Other dutiables—if the duty does not exceed one shilling.

SEED PRICES IN ENGLAND.

Trade Commissioner Harrison Watson, London, England, cables as follows under date August 24, 1920: "Seed values ex-warehouse London, England, choice quality based on No. 2 Canadian grades, London funds, per 112 pounds. Alsike 200 to 220 shillings, other nominal." Reduced to dollars and cents, value of alsike in London would be 42·9 cents to 47·1 cents per pound.

NORWEGIAN PROHIBITION ON IMPORTATION OF LUXURIES.

(United States Commerce Reports.)

Consul General Letcher has cabled from Christiania, Norway, under date of August 19, 1920, that the Norwegian Government has announced the prohibition of the importation of articles of luxury, including automobiles, except under license.

REMOVAL OF BRITISH EMBARGO ON HIDES AND SKINS.

(United States Commerce Reports.)

Consul General W. S. Hollis has cabled from London, under date of August 18, 1920, that the following products have been removed from the export embargo list: Calfskins; hides, British and Irish cattle.

THE APPLE MARKETS OF SCANDINAVIA.

Fruit Trade Commissioner J. Forsyth Smith.

The Norwegian Apple Market.

August 23, 1920.—Norway offers a market for imported apples, which though small as compared with that in the United Kingdom, should not be neglected. Statistics collected show that total imports from transatlantic sources varied during the calendar years from 1910 to 1917 from 814,780 kilogrammes to 2,008,740 kilogrammes, or about the equivalent of 13,580 to 33,480 barrels, reckoning 60 kilogrammes to a barrel. Many of these were re-exported from England.

STRONG PREFERENCE FOR BOX PACK.

Since the armistice scarcely any barrel apples have been imported, a very strong preference existing for the Western box pack, which is strongly established on the market. In fact, it was found scarcely possible to interest any of the trade in the direct handling of barrel apples, as business is done mainly on a cash buying basis, and it has been found much safer to deal in box apples in this way. They travel better, are more likely to arrive in satisfactory condition, and are appreciated, also, on account of their higher standard of grade and pack and of the convenience of boxes for handling.

STATISTICS OF APPLE IMPORTS.

The following table gives the statistics of apple imports into Norway from transatlantic sources from 1910 to 1917 (calendar years):—

Year.	Kilogrammes.	Barrels.	Norwegian Crop.
1910	1,148,000	19,139	Medium small
1911	814,780	13,580	Fair
1912	2,008,740	33,480	Small
1913	989,140	16,485	Fair
1914	1,536,000	25,600	Fairly small
1915	1,425,290	23,750	Fairly small
1916	1,769,700	29,495	—
1917	969,500	16,158	—

The average number of barrels annually from 1910 to 1917 was 22,209, and in most years the proportion re-exported from England was about a third of the total, though sometimes it was as much as one-half.

The following table indicates the months of heavy shipments in two typical calendar years:—

	1914. Kilogrammes	1915. Kilogrammes
January	81,990	140,718
February	67,932	118,289
March	65,558	120,376
April	55,577	86,052
September	21,687	68,395
October	136,142	105,165
November	463,395	311,483
December	624,722	563,549

For the calendar years 1918, 1919, and the first three months of 1920, segregated figures showing imports from transatlantic sources are not available. The total apple imports were: 1918, 140,120 kilogrammes, or the equivalent of 2,335 barrels; 1919, 9,220,577 kilogrammes, or 153,676 barrels; 1920, 1,634,000 kilogrammes, or 27,233 barrels. The imports during the first three months of 1920 were mainly American boxed apples, a total of 81,699 boxes. The imports in 1919 also comprised a considerable proportion of American boxed apples, although large supplies were also received from Holland.

COLOUR AND VARIETY PREFERENCES.

A strong preference is manifested for red varieties, the barrel varieties especially called for being Baldwins, Kings, and Ben Davis. The Northern Spy has not reached this market in sufficiently satisfactory condition to be attractive. The Nova Scotia Gravenstein is well known and appreciated, as the Gravenstein is a very popular Norwegian variety. There is no call for green or cooking varieties.

Late red varieties are also much in demand in the box packs, the varieties especially mentioned being Jonathans, Spitzenbergs, Winesaps, and Arkansas Black. Rome Beauty also sells well, though less called for than more highly coloured varieties. The Yellow Newtown is not appreciated as on the British market, although it has a certain sale when red varieties are not available. Well-coloured Gravensteins in boxes would meet a ready demand, and Nova Scotia shippers are strongly recommended to try out this variety on this market in the box pack.

BOX APPLE SIZES.

The preferred sizes of box apples are from 150 to 175, and there is a fair demand for sizes from 188 to 225, but only a small percentage of sizes 125 to 138 can be disposed of to advantage. Larger sizes than 125 are very difficult to sell.

FINANCIAL ARRANGEMENTS.

There is practically only one way of doing business, viz., through resident agents, who receive cable quotations f.o.b. New York or Montreal, present these to a clientéle of apple importers, and cable the acceptances. The transaction then becomes one between the importers and the shippers, on the basis of cash against documents or sight draft attached to bill of lading, and payable before inspection or delivery at the bank in the foreign port. Inspection on behalf of the importer at port of shipment is not usual, though sometimes arranged. The agent's commission of 3 to 10 per cent, according to arrangement, must be included in the quoted price. The agent does not handle the cash, the shippers receiving the total amount from the importers through the bank, and settling with the agent quarterly or as arranged. The agent's duties are confined to placing orders with due care to the financial standing of the importers, and to making any necessary adjustments, etc. Delivery at the time promised is essential to success with business conducted in this way, as failure in this respect offers the only reasonable loophole for rejections. An importer who buys for the Christmas trade cannot be held to his contract if the apples arrive at the end of January.

SEASON FOR SHIPMENTS.

The season for apple shipments is from December to March. Nearly half of the total imports arrive in November and December. Home-grown and European imports supply the demand very fully till November, and the strongest demand for transatlantic apples exists after the turn of the year. Hence the call for *late* red varieties.

SHIPPING FACILITIES, FREIGHT RATES, ETC.

The Norwegian-American Line runs a boat between Montreal and Christiania, calling at Bergen, once a month. The Canadian Pacific Ocean Services are the Montreal agents. Several boats also run between New York and Norway. The ocean freight rate is 72 cents per cubic foot for boxes and $1.94 per 100 pounds for barrels.

DUTY.

The duty on apples is 12 ore per kilogramme or about 1½ cents per pound.

LIST OF IMPORTERS.

A list of the principal Norwegian agents may be obtained on application to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, quoting file No. 26028.

The Swedish Apple Market.

The total apple importations into Sweden, under normal conditions, considerably exceed those into Norway, but imports from transatlantic sources before the war were frequently less or about equal, large supplies being drawn from neighbouring continental countries. Larger quantities of box apples have been imported since the Armistice, the supply of these during January, 1920, the last figures available, being almost equal to those imported into Norway during the first three months of that year. During the calendar years from 1911 to 1915 apple imports from transatlantic sources varied from 1,286,871 kilogrammes or 21,447 barrels to 2,080,209 kilogrammes or 34,670 barrels, an average of 19,866 barrels annually, and dropping to 444,171 kilogrammes or 7,402 barrels in 1917, on account of war conditions. Much the greater proportion were received via the United Kingdom.

A strong preference was shown for box apples, but greater interest than in Norway was manifested in the direct importation of barrel apples. Many Swedish importers obtain their supply of transatlantic apples at the apple auction in Copenhagen, whose free-port arrangements offer facilities for this business.

STATISTICS OF APPLE IMPORTS.

Apple imports into Sweden from transatlantic sources during the calendar years 1911 to 1917 have been as follows:—

Year.	Kilogrammes.	Barrels.
1911	1,286,871	21,447
1912	2,080,209	34,670
1913	1,522,300	25,371
1914	1,799,403	30,006
1915	1,503,383	25,057
1916	707,459	11,791
1917	444,171	7,402

After 1917, segregated figures showing transatlantic imports are not available. Total imports during 1918, 1919 and January, 1920, were as follows: 1918, 870,311 kilogrammes or the equivalent of 14,505 barrels; 1919, 5,955,330 kilogrammes or 99,255 barrels; January, 1920, 1,155,778 kilogrammes or 19,262 barrels. A large proportion of the 1919 imports, and practically the whole of those during January, 1920—a total of 57,786 boxes—were American box apples.

The statistics of apple imports direct from Canada are available only for the years 1911 to 1914. They are as follows:—

Year.	Kilogrammes.	Barrels.
1911	177,474	2,957
1912	107,181	1,786
1913	100,956	1,682
1914	45,763	763

No doubt larger quantities were received via England and credited to that country.

The following tables showing the quantities of apples, in kilogrammes, imported into Sweden from various sources during the typical calendar years 1913, 1914, 1917, will make clear the competition to be met from European countries:—

Russia	41,942	.....	173,101
Denmark	230,862	256,000	639,980
Germany	591,293	472,435	—
Great Britain	1,051,181	1,348,460	370,664
France	23.690	.....	—
Austria	206,853	164,440	33,799
Canada	100,956	45,763	—
United States	370,163	406,180	73,507
Australia	99,814	133,787	—
Norway	.....	5,039	—
Holland	.....	.....	3,690,006
Switzerland	.....	.....	1,274,323
Other Countries	42,126	15,170	2,549
Total	2,758,880	2,892,629	6,257,929

In the above, practically the whole of the imports from Great Britain must be credited to apples from transatlantic sources, re-exported. The apples credited to Germany and Denmark also comprise re-exports from Hamburg and Copenhagen. The appearance of Holland and Switzerland as large contributors in 1917 was, no doubt, due to the falling off of transatlantic supplies owing to war conditions. These countries have also shipped largely to Sweden since the Armistice, and Holland especially will continue to have large supplies for Scandinavia as long as she is precluded from shipping to her largest pre-war customer, Germany.

COLOUR AND VARIETY AND SIZE PREFERENCES.

These are the same as in Norway. Late red varieties are strongly called for. There is no demand for yellow or green varieties, except that there is a stronger partiality than in Norway for the yellow Newtown. The Nova Scotia Gravenstein is favourably known.

There is the same preference for medium-sized box apples. A Swedish importer writes: "I can handle a small percentage of 138's. Larger than this cannot absolutely be used."

FINANCIAL ARRANGEMENTS.

These are the same as in Norway, the usual agents' commission being five per cent. The actual importers prefer to do business through a local agent, and in Gothenburg they have formally entered into an agreement not to buy direct.

SEASON FOR SHIPMENTS.

Swedish and Dutch apples hold the field till after Christmas, and the cost of transatlantic apples is too great for much demand till cheaper supplies are exhausted.

SHIPPING FACILITIES, FREIGHT RATES, ETC.

The Swedish-American Line will operate monthly sailings from Montreal to Gothenburg. Furness, Withy & Co., Ltd., Board of Trade Building, Montreal, are the Canadian agents. The ocean rate is $3.25 per barrel and $1.10 per box.

DUTY.

The duty on apples entering Sweden is 10 ore per kilogramme or somewhat less than 1½ cents per pound.

LISTS OF IMPORTERS.

Full lists of apple agents in Sweden may be obtained on application to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, quoting file No. 26028.

The Danish Apple Market.

The total annual apple importations into Denmark under normal conditions were much the same as those of Sweden. During the calendar years 1912 to 1916, apple importations from transatlantic sources varied from 1,278,500 kilogrammes or 21,308 barrels to 1,892,000 kilogrammes or 31,533 barrels, with an annual average of 25,279 barrels, much of which came forward in the box pack. Receipts via the United Kingdom were light compared with Sweden, a much larger proportion coming direct from the United States. The preference for the box pack is very strongly marked.

STATISTICS OF APPLE IMPORTS.

Apple imports into Denmark from transatlantic sources during the calendar years 1912 to 1917 have been as follows:—

Year.	Kilogrammes.	Barrels.
1912	1,892,000	31,533
1913	1,437,000	23,956
1914	1,293,000	21,560
1915	1,682,300	28,038
1916	1,278,500	21,308
1917	364,500	6,075

After 1917, segregated figures showing transatlantic imports are not available. Total imports during 1918 and 1919 were as follows: 1918, 255,300 kilogrammes or 4,255 barrels; 1919, 2,629,400 kilogrammes or 43,823 barrels. A large proportion of the imports of 1919 were American box apples, estimates given being as high as 60,000 to 70,000 boxes. During the first three months of 1920, box apple imports are estimated at 25,000.

The following tables showing in kilogrammes the quantities of apples imported into Denmark from various sources during the typical calendar years 1912, 1913, 1916 will make clear the competition to be met from European countries:—

	1912.	1913.	1916.
Germany	945,500	742,400	20,800
Great Britain	499,600	275,000	142,200
Norway	10,700	4,300	—
Sweden	11,900	5,400	—
Russia	62,100	100	—
Holland	50,500	52,400	37,400
Italy	3,900	25,300	—
Austria	80,700	70,200	—
United States	1,392,400	1,162,400	1,136,300
Australia	30,100	27,800	18,500
Switzerland	.....	.....	39,400
Other Countries	84,000	64,400	27,200
Total	3,171,400	2,429,700	1,421,800

In the above, the imports from Great Britain are re-exported transatlantic apples mainly. The imports from Germany also probably include transatlantic apples purchased in Hamburg.

COLOUR, VARIETY AND SIZE PREFERENCES.

Colour and variety preferences are the same as in Norway and Sweden. Red apples are preferred, though western Newtowns and Nova Scotia Gravensteins are in demand. A Copenhagen importer places boxed varieties in the following classes as to popularity: (1) Newtowns and Delicious; (2) Winesaps; (3) Jonathans, Spitzenbergs and King Davids; (4) Rome Beauty and Arkansas Black. The shipment of Nova Scotia Gravensteins in boxes is recommended. In addition to red barrel varieties, Golden Russets are appreciated.

Box sizes required are from 150 to 225. Large sizess are heavily disscounted in value.

FINANCIAL ARRANGEMENTS.

Apples may be distributed through local agents, on a commission of 5 per cent as in Norway and Sweden.

There is also an apple auction attended by 50 to 75 buyers, where apples are sold on shippers' account, as in the United Kingdom, a commission of 3 per cent being charged, together with a handling charge of 30 ore or 4 cents per box and 75 ore or 9½ cents per barrel. Sales are held every Monday and Thursday. Only Copenhagen buyers are admitted to the auctions, but sales notices are sent out all over Norway, Sweden and Denmark, and outside buyers arrange to purchase through members of the auction. The auction warehouses are situated on free port territory, and Danish duty is only payable when delivery is made in Denmark outside these bounds. Purchasers for Sweden or Norway pay no Danish duty.

SEASON FOR SHIPMENTS.

With the exception of Gravensteins, which are required as early as possible, there is little demand for imported apples before the middle of December, on account of home and Dutch supplies.

SHIPPING FACILITIES, OCEAN FREIGHT RATES, ETC.

There are no direct steamship connections between Canada and Copenhagen. Shipments must be made via New York. The United Steamship Company, Copenhagen, runs boats from New York twice and sometimes three times a month, and anticipates no difficulty in providing space for Canadian shipments if sufficient notice is given. Funch, Edye & Company, Maritime building, 8 to 10 Bridge street, New York, are their agents. Ocean rates are 70 cents per cubic foot and $3.25 per barrel.

DUTY.

The duty is negligible, ½ ore per kilogramme, or 6¼ cents per 100 pounds.

LISTS OF IMPORTERS.

Full lists of Danish apple importers may be obtained from the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, quoting File No. 26028.

THE GERMAN APPLE MARKET.

Trade Commissioner J. Forsyth Smith, writes under date August 23:—

Germany is a large importer of transatlantic apples, under normal conditions, with an imported apple auction at Hamburg. The adverse rate of exchange, and a government embargo preclude business at the present time.

THE DUTCH APPLE MARKET.

Fruit Trade Commissioner J. Forsyth Smith.

August 23, 1920.—Unlike Scandinavia, Holland is a large apple-exporting country, and, in normal or large crop years, the home supply is so great that there is only a limited demand for barrel apples to supply home requirements. Since the Armistice, the fact that business has been impossible with Germany, Holland's largest pre-war customer, has thrown back upon home consumption a large quantity of apples formerly exported, making it quite impossible to import barrel apples to advantage, and reducing the demand for even the best box apples to a minimum. When it is

possible once more to resume business with Germany, Rotterdam will be in a position to distribute both box and barrel apples in considerable quantities to the Rhine provinces and to southern Germany, which are only four and a half hours away by rail, and nearer to Rotterdam than they are to Hamburg, Rotterdam's apple-distributing rival. Even in a larger crop year, there will be a good demand for box apples to meet high-class requirements.

DUTCH CROP A FAILURE.

This year, the Dutch apple crop is a complete failure, and the demand should be satisfactory for Canadian apples, both in boxes and in barrels. Shippers are urged to get in touch with importers immediately. Barrel apples will sell to best advantage before Christmas, and boxes after the turn of the year.

CANADIAN BARREL APPLES KNOWN.

All the principal Canadian barrel varieties are favourably known on the market, preference being expressed for red varieties generally, especially Kings, Ben Davis, and Baldwins, and for Golden Russets and Gravensteins. No green varieties are wanted.

BOX APPLES PREFERRED.

A preference exists for box apples of late red varieties. Jonathans, Spitzenbergs and Winesaps are especially called for. The Newtown is also popular and there is a fair demand for Rome Beauties.

SIZE PREFERENCES.

The size preference is the opposite of that in Scandinavia. In Holland, box apples are sold at so much apiece, so that the weighing out difficulty does not exist. This and the fact that, owing to the large home supplies, they are purchased by a more limited class of the community, creates a demand for large sizes. The market prefers sizes 112 to 138, will accept readily as large as 96 and up to 163, but does not pay good prices for anything smaller.

FINANCIAL ARRANGEMENTS.

Distribution is by cash purchase, or by consignment to auction brokers or to importers selling privately on shippers' account. A number of the principal importers have united as the Algemeene Vruchten Import-Maatschappij to conduct auction sales of apples in Rotterdam under conditions similar to those in operation on the English auctions. These are attended by some 150 buyers. The commission is 5 per cent.

SEASON FOR SHIPMENTS.

Except when there is a short Dutch crop imported apples should not be placed on the market before the end of November. There is a special demand for high-class red apples for the Dutch apple-eating festival of St. Nicholas, December 5 and 6. Apart from this, the main season for imported box apples is during the months from January to April.

SHIPPING FACILITIES.

The Holland-America Line expects to operate a monthly boat from Montreal to Rotterdam this season, and also runs fortnightly from New York.

DUTY.

The duty on imported apples is 5 per cent of the value.

LISTS OF IMPORTERS.

Lists of apple importers in Holland may be obtained on application to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, quoting File No. 26028.

ENGLISH APPLE CROP PROSPECTS.

Fruit Trade Commissioner J. Forsyth Smith.

August 23, 1920.

Early forecasts of English apple crop prospects as not very promising are fully substantiated by present indications. The orchards have been seriously affected by aphis and other pests, brown rot, etc., and the opinion is authoritatively expressed that 1920 will show one of the poorest yields of "top fruit" experienced in the past twenty years, the total crop probably averaging less than 25 per cent of last season.

Reports on the principal English apple counties are as follows:—

Kent—10 per cent on the average. Late varieties even less.

Cambridgeshire—Failure, scarcely 1 per cent.

Gloucestershire—Very poor crop. A few dessert varieties show somewhat better promise.

Worcestershire—Less than 25 per cent.

Herefordshire—Very poor.

Middlesex—Practically a failure.

The attention of shippers is particularly directed to the very poor outlook in Kent. This county is the principal producer of apples at all likely to affect the competitive situation, the late varieties, reported as less than 10 per cent, being an especially important factor in the situation.

APPLE PRICE CONTROL.

The British Ministry of Food has suspended the Apple Price Control Order until November 15, with the obvious intention of encouraging the home industry by permitting the highest prices the market will pay during the period in which early English apples are offered, and also possibly, with the object of attracting large supplies of early transatlantic apples, which never come forward in as heavy supply as late varieties. All transatlantic apples selling in England before November 15 will have the advantage of a free market.

On and after November 15, apple price control will be reimposed, the following schedule coming into affect:—

Home-grown apples, first owner's price, 63s.

Imported apples, first owner's prices:—

Nova Scotia apples, sold in barrels containing not less than 112 pounds per barrel, 62s.

Ontario, Maine, Virginia and New York apples sold in barrels containing not less than 120 pounds, per barrel, 68s.

British Columbia, California, and Australian apples, sold in cases containing not less than 37 pounds, per case, 21s. 6d.

British Columbia, Washington, California, and Australian apples, sold in cases containing not less than 40 pounds, per case, 23s. 6d.

All imported apples sold otherwise than in the packages mentioned above per cwt. (112 lbs.), 60s.

No additional charges may be made for any package.

Retail price, per pound, 10d.

The above prices represent an increase over last season from 67s. 8d. per barrel to 68s., and from 21s. 10d. per box of 40 pounds to 23s. 6d.

The differentiation between Ontario and Nova Scotia apples in favour of the former must be due to a misapprehension, as the net weight given for the Nova

Scotia barrel, 112 pounds, is the net weight adopted in 1918 for the old small barrel then used by the Atlantic province. Nova Scotia has now adopted the same standard barrel as Ontario and the American States, and it will be illegal to ship in any other. Last year, the year of transition from the old to the new package, it was found necessary to permit some small barrels to go forward, and the Ministry is apparently "playing safe" by stigmatizing all Nova Scotia barrels as under the standard weight. As no single standard barrel of even the lightest varieties of Nova Scotia apples will contain less than 120 pounds, there is no reason for scaling them down to 112 pounds. An energetic protest is being made to the authorities.

GENERAL MARKET OUTLOOK.

The American box apple crop is estimated at 65 to 75 per cent of last season—a shortage of 4,000 cars. The British Columbia crop will be 60 to 65 per cent, the Nova Scotia crop 55 per cent, the Ontario crop will show an increase, and the American barrel apple crop, especially that of the important state of New York, will be substantially increased.

American apples, however, will be handicapped by an adverse rate of exchange, and, with the English crop practically a failure, demand should be strong and prices satisfactory.

BOX APPLE MINIMUM WEIGHTS.

Shippers of boxed apples are particularly urged to spare no effort to see that their boxes contain the minimum net weight of 40 pounds, as they will otherwise be precluded from securing the maximum price of 23s. 6d. It is worth some care to secure an extra 50 cents per box, while it is important to note that a percentage of light weights may condemn a whole shipment to listing in the 37-pound net weight category at a maximum of 21s. 6d. It is impossible to weigh every box, and fear of prosecution often forces the importers to accept the lower minimum for safety, if slackness in a shipment offers any apparent justification.

It is strongly recommended, in this connection, to hold back all large sizes, especially with the lighter varieties. Large sizes will seldom make the 40-pound net requirement, and, in any case, always make lower values.

SOUTHAMPTON APPLE AUCTION.

An important development in apple distribution in England is the opening of an apple auction similar to those in Glasgow, Manchester and Liverpool by Simons (Southampton), Ltd., affiliated with a leading firm already represented in Glasgow, Liverpool, and London. A modern salesroom has been constructed, warehouse and dock accommodation have been secured, and the new auction will be able to take full advantage of the growing liner service between Southampton and New York. There is excellent railway service to all parts of the United Kingdom, and steamship service to British, Irish, French, Belgian, Dutch and Scandinavian ports. London buyers will no doubt be attracted to the new auction, and it is likely that continental buyers will also attend. Railway cars run direct into the docks, thus avoiding cartage charges and unnecessary handling. Unfortunately, there are no cargo facilities offered between Canada and Southampton at present, though the C.P.O.S. boats to Antwerp call to land passengers.

COMMERCIAL NOTES FROM NEW SOUTH WALES.

Commercial Agent B. Millin.

Trade Conditions in New South Wales.

Sydney, July 22, 1920.—The long-standing drought in New South Wales has at last broken, and it has broken so effectually that in many places in the state floods have occurred which have done a great deal of damage.

Although distributors were fairly enough justified in anticipating a fairly strong demand for country requirements, orders from that source are still restricted, country storekeepers evidently purchasing to meet day-to-day orders. Evidences are, however, daily forthcoming that the long delayed fall in prices is happening and this seems particularly evident as regards clothing materials. Until the downward movement has ceased or at least received a substantial check, there seems little prospect of any great revival of trade.

Good Prospects for New South Wales Wheat Harvest.

Owing to the droughty conditions prevailing in New South Wales for many months past it appeared as if the coming wheat season would be an utter failure in the majority of the wheat districts. However, during the last month much welcome rain fell and the drought has now fairly broken. Early sown crops were saved and are now growing nicely, and with the incentive of prospective high prices ruling for some considerable time to come, farmers are endeavouring to sow as much additional acreage as they possibly can before it becomes too late to plant.

Bulk Handling of Wheat in New South Wales.

New South Wales is the only state in Australia that has so far tackled the question of the bulk handling of wheat, although some of the other wheat-producing states are seriously considering the subject.

With the exception of the working houses and conveying gear the terminal silos at Glebe Island, Sydney Harbour, are practically complete, and are expected to be in full working order in time to handle some of the prospective harvest at the end of this year. Their capacity is 5,000,000 bushels.

Prevention of Export of Timber from the State of Queensland.

Representations having been made to the Queensland Government that the export of large quantities of softwoods—hoop pine and bunya—from the state, principally to the other states of the Commonwealth, had created a serious shortage of pine in Queensland and at the same time had the effect of causing increased prices, a proclamation has been issued which will have the effect of seizing all logs arriving within 25 miles of Brisbane or Maryborough, and owners of such logs will have to apply to the Government before same can be exported.

Coal Shipments from Australia to the Mediterranean and Baltic.

With a view of relieving the acute coal shortage at ports in the Mediterranean and Baltic seas several large overseas cargo steamers have been recently chartered to take consignments of coal to those ports from Newcastle, N.S.W. This constitutes a record for the carriage by sea of coal cargoes from Australia, and of course is only considered to be merely a temporary trade pending the establishment of normal conditions existing in pre-war times.

Exports of Fruits, Pulp or Jam from Australia.

A proclamation has been gazetted prohibiting the exportation from the Commonwealth of all fresh or preserved fruit, pulp, or jam, which is found by an inspector under the Commerce (Trade Descriptions) Act to be unsound, diseased, or otherwise in an abnormal condition, improperly packed or prepared for export by reason of unsuitability in size, nature, durability, or cleanliness of the packages or containers used, or for any other reason likely to cause it to arrive at its destination in a deteriorated condition.

Exportation of Copra from Australia.

The Customs Department is now issuing permits for the export of copra from the Commonwealth to any destination other than those destinations (ex-enemy countries) to which export generally is restricted, irrespective of whether shipment is made by British vessels or not. The issue of permits, however, is subject to the Collector of Customs being satisfied that the Australian requirements are being duly conserved.

Building Trade in Sydney.

During the year ended June 30 last buildings to the value of £6,566,269 were erected in Sydney and its suburbs. With the exception of 1914 these figures are the largest yet reached.

The greatly enhanced cost of building, however, accounts for some portion of the increase as compared with previous years. Housing accommodation is still wanting very seriously, and the State Government has announced its intention of approaching the problem of providing cheaper houses for the people.

The Fair Rents Act which was brought into operation during the war period is undoubtedly a considerable factor in preventing house building for investment, but in another way it has a good effect, as it compels the intending householder to become his own landlord in very many cases owing to the great shortage of rented premises available.

Scarcity of Sugar in New South Wales.

For some months past there has been a great shortage of sugar in New South Wales, and consumers have only been able to obtain a few pounds at a time. To meet the shortage it has been found necessary to import raw sugar from abroad, and a recent arrival of 4,000 tons from Cuba has temporarily relieved the position. In a few months' time the first of the Australian crop will be available, and as the season has been favourable it may be anticipated that the yield will about supply the wants of Australia. In the meantime many jam and confectionery factories are closed down or working shorter hours. The retail price of sugar—fixed by the Government—is sixpence per pound.

Meat Supplies in New South Wales.

Now that the drought has broken, pastoralists are naturally anxious to conserve their flocks and herds for breeding purposes, and also to hold sheep until they are shorn of their wool which is now at full length. This has brought about an acute shortage of meat—particularly mutton—and, after having reviewed the situation, the State Government has decided to prohibit the export of meat until otherwise declared.

The opinion of experts is stated to be that the shortage in supplies of mutton will be acute for at least three months, and that a gradual improvement will then take place until things again become normal in about twelve months. Large stocks of frozen mutton are in store in Sydney on account of the Imperial Government, and a portion of this meat is to be used to make up the shortage.

THE FLAX SITUATION IN HOLLAND.

Trade Commissioner A. Stuart Bleakney.

POSSIBILITY OF MARKET FOR CANADIAN FLAX FIBRE.

Rotterdam, July 5, 1920.—Whether or not Canada can find a market for flax fibre in Holland depends of course primarily on price and quality. Qualities of flax fibre vary immensely and Canadian is not known here. Such a market will be almost exclusively re-export to Belgium and Central Europe, and one can see no reason why Canadians should do business with Belgium through Holland.

At present Holland offers certain facilities for trade with Central Europe which makes that aspect of the question worth considering.

SEND SAMPLES OF FIBRE.

If Canadian firms exporting flax fibre will send small samples of same to this office they will be shown to buyers on the exchange and compared with Dutch flax, and the exporter advised of results.

With regard to Canadian seed, this has not such a general demand as fibre, and would require to be introduced. If Canadian seed is ever to be introduced here, now is the psychological moment owing to the failure of Russian seed, which is the parent of the Dutch flax-seed, Canada's greatest rival in Ireland.

DUTCH LINEN INDUSTRY UNIMPORTANT.

Although Holland occupies a prominent position among the flax-growing countries, the linen manufacturing industry is not of corresponding importance. The greater part of the fibre in this country is sent abroad principally to Ireland, Germany, Belgium, Great Britain, Sweden, Switzerland and United States. Under normal conditions 60 per cent of the total production is exported in a raw state. Most of the linen weaving mills import their yarn from abroad. There are only a few manufacturers who spin the thread for their own requirements in their weaving mills. In normal times about 80 per cent of the flax spun here was grown locally. Dutch flax is exported and Russian fibre imported. The Dutch product is of a superior grade suitable for spinning fine yarns, while the Dutch mills are adapted for spinning yarns of a coarser description, such as upholsterers' material and carpet yarns.

HOLLAND HAS DOUBLED AREA UNDER FLAX.

Induced by the exceedingly high prices being paid last year, the growers in Holland have extended the cultivation of flax this year on a very large scale. Experts estimate that this year 25,000 to 30,000 hectares have been sown with flax while in pre-war years the area was not more than 14,000 to 15,000 hectares. Growers do not seem to be in the least afraid of a fall in the prices and their argument is very simple. Russia supplied before the war about 80 per cent of the world's flax production; the supplies are at present exhausted almost everywhere, and it is most unlikely that the exports from Russia will soon become normal or that the supplies can be got from other sources, consequently flax remains expensive for the time being at least as far as worked flax is concerned. However, it is possible that the supply of raw flax will be very large this season, and buyers will no doubt avail themselves of the opportunity to select the best parcels at not too high a price, as the Dutch flax industry will not be able to work the increased crop.

The following table gives an idea of the situation as regards the production of seed and fibre in the past:—

	Area under flax hectares.	Production of seed hectolitres.	Production of fibre tons (metric).
1912	14,727	151,000	9,624
1913	14,650	118,000	7,532
1914	7,723	77,000	4,904
1915	8,948	104,000	5,861
1916	15,050	133,000	9,908
1917	12,270	115,000	6,333
1918	5,951	64,038	3,481
1919	9,826	97,003	5,149

(1 Hectare=2.471 acres; 1 hectolitre=2.75 bushels, 1 metric ton=2,204 pounds.)

POSSIBILITY OF TEMPORARY SHORTAGE OF DRESSED FLAX.

There appears to me to be a possibility of a temporary shortage of dressed flax here owing to the shortage of scutching facilities in Holland. The following extract from a Dutch newspaper elaborates on this point:—

"The attention has been drawn to the fact, on several occasions, that a comparatively large area of flax has been cultivated this year, estimated at two or three times the pre-war area. At the same time it was pointed out that, although prices for worked flax remain high and satisfactory, yet the odds are that growers will only be able to obtain a low price for their unworked flax, in consequence of the fact that next year the Dutch flax industry will not be in a position to work the whole crop. Therefore the supply of unworked flax will exceed the demand.

"Moreover, no export market can be found for the unworked product as the cultivation of the flax in other countries (Belgium) has also been extended.

"In different flax-growing districts, amongst others at Dinteloord and on the island of Zuid Beveland (province of Zeeland) flax growers are endeavouring to establish co-operative flax plants in order to improve the unfavourable conditions.

"However, serious obstacles are connected with the establishment of such plants. It should be borne in mind that although flax-growing has been extended at present, a decrease will probably follow, so that it is possible that the plants must wholly or partly be shut down.

"As it is not certain that flax-growing will continue to be profitable, the writing off of the installation will soon be necessary. Also the classification of the valuation of the raw product presents many difficulties when working on a co-operative basis, as the most divergent qualities must be handled and the inspection is far from being easy.

"Finally, it must be pointed out that it will often be necessary when the market is declining to put off the sale of the worked product one or more years unless one is prepared to sell at a loss. Consequently large amounts of capital are tied up in stocks and under the circumstances it might be difficult to finance the business."

MARKET FOR FLAX-SEED FOR OIL.

There is an extensive market in Holland for flax-seed for all purposes. The figures of export appended show that this is imported in order of importance from Argentina, Belgium, India, and United States. Canada is included in the United States figures.

Interviews with Dutch Importers.

CANADIAN SEED IN GOOD REPUTE.

A representative Dutch firm states:—

"As the imports from Russia are shut off, flax-growers in Holland as well as in Belgium and France have largely increased their flax area. Therefore there will be in

these countries a big supply of raw fibre on account of the fact that the scutching industry cannot handle the whole crop. It is expected that prices will be much lower than last year, for scutched fibre 2 to 3 gulden lower per kilogramme; the price last year was 7 to 9 gulden per kilogramme in Holland. In Belgium prices should be 3 to 4 francs lower; the price last year was 10 to 12 francs per kilogramme. The price level in Holland is higher than in Belgium, the flax trade in Holland being entirely free. Belgium has restrictions and limited prices.

"There is no market for fibre or seed in Holland for consumption. Dutch farmers are too conservative to use Canadian seed.

"The quality of the Dutch flax has degenerated owing to the non-arrival of Russian seed for more than four years.

"Riga Russian seed is considered to be the best seed and was imported here to improve the quality of the Dutch fibre. Riga "child" was used here while Riga "grandchild" was exported. The blue seed gives a finer quality, the white a heavier one. In normal times Ireland used only blue seed, but during the war this country was compelled to import also white seed. At the present moment Canadian, Japanese and Russian seeds give better results than the Dutch product. Prices for seed were last year varying from 60 to 150 gulden per bag of 85 kilogrammes, but will this year be considerably lower."

ACTIVE FLAX TRADING STARTS BEGINNING AUGUST.

Another importer states that June is a very quiet month in the flax trade, which is reviving towards the end of July and the beginning of August. He expects a drop in the price of scutched fibre, although it is possible that in the beginning of the season flax will realize high prices on account of the demand by spinners when there is practically no supply. But this temporary rise will be followed by the generally expected fall resulting from the large crop. He wants a trial shipment of say one ton of Canadian flax, just to see what it is like. He would submit samples to the visitors on the flax exchange which is held here on Mondays. It is necessary to have the goods on the spot in order to be able to meet the wishes of the clients who do not buy on future delivery. He advises Canadian dealers to send a small consignment which he is prepared to handle on a commission basis. He was not able to give useful information about prices, these depending on quality, which is excessively variable.

Argentine flax, he said, is not suitable in this market, the fibre being too short.

UNCERTAINTY OF PRESENT SITUATION.

The flax market is a world market and has to be treated as such. At the present time crops here have not yet been harvested, and as a result, nobody knows what will happen. The same situation is largely true of other sources of supply. A successful harvest means one thing, a failure another. Another element of uncertainty is the possibility of arrivals of Russian flax. On June 15 arrivals of 3,500 tons of flax were reported in London from the Baltic provinces. About a week previously a sale of 600 tons flax from the Latvian Government was reported to an American concern.

Advices will be sent to the *Weekly Bulletin* from time to time as the situation develops.

The following figures show Dutch imports of flax fibre and seed:—

IMPORTS OF FLAX INTO HOLLAND.

	1919 January to December. Quantity. Kilogrammes.	1919 January to December. Value. Gulden.	1920 January to April. Quantity. Kilogrammes.	1920 January to April. Value. Gulden.
Flax—				
(a) unworked and unswingled, retted or not.				
Belgium	.....	.....	1,200	800
Total	.....	.....	1,200	800
(b) retted and Swingled, undressed:				
Belgium	28,153	78,800	22,280	104,400
Germany	.....	.....	82,808	165,616
Other countries	294	140	24,258	45,890
Total	28,447	78,940	129,346	315,806
(c) dressed:				
Germany	.....	.....	22,000	22,000
Other countries	.....	.....	3,530	5,295
Total	.....	.....	25,530	27,295
(d) Waste of flax:				
Belgium	94,282	93,796	153,526	302,562
Great Britain	2,436	1,525	.....	.....
Other countries	.....	.....	4,931	2,510
Total	96,718	95,321	158,457	305,072
Flax-seed—				
(a) for sowing:				
Germany	317,239	193,404	921,036	613,407
Other countries	22,823	13,635	667,755	375,303
Total	340,062	207,039	1,588,791	988,710
(b) for oil:				
Argentina	65,169,175	30,906,815	8,374,843	3,510,111
British India	1,615,477	801,760	—	—
British india	1,615,477	801,760	.....	—
Belgium	28,674,407	15,035,986	2,372,246	983,944
Uruguay	105,724	55,290	.....	—
United States	.....	.....	596,240	246,034
Other countries	829,460	365,346	348,967	125,096
Total	96,394,243	47,165,197	11,692,296	4,865,185

EXPORTS OF FLAX FROM HOLLAND.

Flax—				
(a) unworked and unswingled, retted or not.				
Great Britain	10,100	29,000	.....	—
Belgium	.....	.....	459,500	194,319
Other countries	3,587	1,793	6,500	3,250
Total	13,687	30,793	466,000	197,569
(b) Retted and swingled, undressed.				
Germany	1,563,678	4,340,059	245,740	1,392,200
Great Britain	917,010	2,410,520	62,916	379,976
Sweden	356,758	1,089,803	81,831	440,749
Ireland	2,034,776	7,220,540	583,656	3,765,078
Switzerland	95,500	323,050	2,020	11,100
United States	40,775	154,000	.....	—
Belgium	1,062,541	3,787,696	579,215	2,849,029
Other countries	278,758	787,241	147,810	201,372
Total	6,349,796	20,112,909	1,603,188	9,039,504

EXPORTS OF FLAX FROM HOLLAND.—*Continued.*

	1919 January to December. Quantity. Kilogrammes.	Value. Gulden.	1920 January to April. Quantity. Kilogrammes.	Value. Gulden.
x—Continued.				
(*c*) Dressed:				
Switzerland	30,000	91,000	.....	—
France	.....	.....	3,700	10,989
Belgium	.....	.....	50,746	56,365
Ireland	.....	.....	12,197	78,452
Other countries	10,765	50,766	.....	—
Total	40,765	141,766	66,643	145,806
(*d*) Waste of flax:				
Germany	235,264	142,458	.....	—
Belgium	2,961,642	3,257,498	910,028	1,151,900
Great Britain	72,803	87,694	10,060	16,263
Sweden	.....	.....	22,600	45,225
Ireland	.....	.....	32,717	75,094
Other countries	122,646	141,516	13,041	1,880
Total	3,392,355	3,629,166	988,446	1,290,362
Flax-seed—				
(*a*) For sowing:				
Germany	556,274	317,500	20,320	10,276
Belgium	230,371	227,165	262,203	137,994
Ireland	1,376,229	1,384,026	1,866,578	2,113,505
Great Britain	55,405	54,403	.....	—
Other countries	72,865	71,027	157,855	189,319
Total	2,291,144	2,054,121	2,306,956	2,451,094
(*b*) For oil:				
Great Britain	2,147	1,146	.....	—
Belgium	.....	.....	332,740	119,315
Other countries	681	404	476	343
Total	2,828	1,550	333,216	119,658

ITALY'S PUBLIC DEBT ON MARCH 31, 1920.

Trade Commissioner W. McL. Clarke.

Milan, July 28, 1920.—From figures which have just been published in the Corriere Economico it is shown that Italy's national debt has increased during the first nine months (July-March), of the fiscal year beginning July, 1919, by more than 12 milliards of lire and interest expenses by 572,000,000 lire. In the last three months the increase has been 8,283,000,000 lire in total and 444,000,000 lire in interest.

The standing of the national debt is reflected in the following table:—

	June 30, 1919 Interest	Capital	March 31, 1920 Interest	Capital
	Millions of lire.			
Debts prior to the war	472.7	13,357.1	470.8	13,488.0
Loans 4½ per cent	11.2	249.7	11.2	249.7
Loan 5 per cent (1916)	62.5	1,249.3	62.5	1,249.1
Consolidated 5 per cent (1917-1918-20)	679.6	13,591.6	1,476.2	29,523.7
Ordinary treasury bonds	651.4	14,474.9	455.8	10,129.0
Long period treasury bonds	286.1	5,722.6	194.0	3,880.9
Treasury bonds abroad	506.3	11,148.5	549.3	12,087.9
United States Credits	358.8	8,057.5	375.9	8,398.5
State notes and bonds	.....	2,518.4	.....	2,530.1
Other notes	0.7	428.2	0.6	398.2
Statutory loans	20.2	5,647.0	23.7	7,037.0
Current accounts	9.0	450.0	10.1	507.2
	3,058.5	77,074.8	3,630.1	89,479.3

ITALIAN STATE REVENUE.

With the closing of the fiscal year 1919-20, on June 30, the revenue realized by the State during the past twelve months has been made known.

From these published figures it is shown that whereas in 1914-15 the revenue realized was slightly over 2 millions of lire, for the fiscal year 1919-20 it reached 7,472,000,000, or that is the revenue more than trebled from 1915 to 1920. This increasing revenue, however, has not sufficed to keep pace with the increasing ordinary expenditure, which for the first nine months of the fiscal year just closed on June 30 amounted to 15,258,000,000 lire.

The following table will illustrate the total revenue derived during each of the past six years:—

Financial year.	Revenue thousands of lire	Index No.
1914-15	2,012,072	100.0
1915-16	2,565,675	127.4
1916-17	3,476,552	172.8
1917-18	4,406,188	219.0
1918-19	5,499,543	273.3
1919-20	7,472,728	371.5

REVENUE ANALYZED.

There follow statistics for 1914-15 and 1919-20, illustrating the amounts constituting the various items from which the State revenue is derived:—

	1919-20	1914-15
	thousands of lire.	
Business taxes—		
Succession dues	157,012	50,402
Non-transferable property	7,425	5,736
Registration	437,764	90,733
Revenue	303,385	86,161
Substitutions	76,850	29,341
Mortgages	51,123	10,877
Government concessions	34,760	13,890
Bicycles, motorcycles, etc	34,531	8,620
Cinematographs	14,372	2,125
Jewellery taxes	17,628	—
Perfumeries and medical specialities	38,928	—
Restaurant accounts	4,835	—
Tramway ticket stamps	38,402	—
Theatres	19,298	—
Wine and liquor stamp taxes	12,729	—
Total	1,249,051	297,885
Taxes on consumption—		
Taxes on manufactured spirits	139,496	32,886
" " sugar	305,828	125,828
Other taxes on manufactures	117,162	44,053
Custom and maritime dues	519,900	192,968
Taxes on concessions for export	239	—
" the sale of mineral oils	19,475	—
" sugar	.....	321
Additional taxes on alcoholic drinks	72,636	—
Internal taxes on consumption	48,423	48,551
Taxes on wine	2,891	—
Total	1,226,063	444,707
Industrial monopolies—		
Tobacco	1,568,806	376,580
Salt	125,214	91,327
Matches	116,683	—
Playing cards	6,369	—
Lotteries	96,711	50,185
Total	1,913,786	518,092
Commercial monopolies—		
Coffee	366,722	—
Coffee substitutes	10,549	—
Electric light bulbs	12,806	—
Total	390,077	—

REVENUE ANALYZED —*Concluded.*

	1919-20	1914-15
	thousands of lire.	
Direct taxes—		
Agricultural funds	113,930	86,103
Manufactures	162,619	122,868
Income tax	712,912	371,934
War centime contribution	227,054	—
War profits	1,026,909	—
Company taxes	11,073	—
Military taxes	116	—
Reclaimed lands	1,847	—
Extraordinary war contributions	23,977	—
Taxes on directors of commercial societies	9,651	—
Taxes on profits and dividends	63,969	—
Total	2,354,073	580,005
Public services—		
Posts	214,729	120,507
Telegraphs	90,145	33,635
Telephones	34,804	17,241
Total	339,678	171,383
General Total	7,472,728	2,012,072
Tax on importation of grain	.....	18,181
State sale of sugar	55,341	

THE BANKING SITUATION.

The table which follows reflects the development which has taken place in the Italian banks since the beginning of the war to the end of last year, such figures being based on a recent article appearing in the *Finanza Italiana* on the Italian banking situation.

Items.	July 31, 1914.	May 31, 1915.	Nov. 30, 1917.	Nov. 30, 1918.	Dec. 31, 1919.
Issue Banks—					
Securities	716	1,298	1,195	1,286	2,044
Loans against securities	155	337	773	911	1,575
Loans to the state	—	1,296	2,122	7,140	10,630
Deposits on current account	124	572	500	708	726
Debts at sight	215	417	1,083	1,086	1,903
Circulations	2,764	3,772	8,119	11,496	16,281
Reserves:					
Gold	1,376	1,421	1,070	1,047	1,036
Silver	111	145	126	117	115
Other	168	122	605	1,134	893
Total	1,655	1,688	1,801	2,298	2,044
Institutions of ordinary credit—					
Securities	1,066	730	3,055	4,470	7,335
Loans	6	5	11	17	44
Assets	192	164	214	490	667
Corresponding debts	742	540	1,922	3,020	4,910
Deposits and interest bearing bonds	729	365	1,070	1,863	2,561
Corresponding creditors	1,002	813	3,821	5,510	9,466
Cash on hand	135	110	337	421	981
Ordinary savings account	2,822	2,493	3,621	4,538	5,842
Postal savings account	2,156	1,889	2,612	3,297	5,079

AGRICULTURAL TRACTOR TRIALS IN EGYPT.

TRADE COMMISSIONER W. McL. CLARKE.

Milan, July 28, 1920.—There are being organized by the Ministry of Agriculture of the Egyptian Government agricultural tractor trials which will take place in the Southern Delta of the Nile about the last week of January, 1921, and in the Northern Delta about the first week of March, 1921.

The successful results which have been obtained with the Ford, Fiat and Case tractors principally have led the Ministry, with a view to developing Egyptian agriculture, to make arrangements for new experiments when it is hoped several British models will be shown, and their workings demonstrated to be satisfactory for the Egyptian soil conditions. This would seem therefore a favourable moment for Canadian houses manufacturing tractors to be represented, and in order that Canadian firms may have full information as to the conditions of entry and the regulations connected with the trial the following additional data is submitted.

REGULATIONS.

1. The trial is open to agricultural tractors and self-contained ploughs of all kinds.

2. The trials will take place in two parts:—

Part A.—Ploughing of medium land for cotton in Southern Delta about the last week of January, 1921.

Part B.—Ploughing of heavy land in the Northern Delta about the first week of March, 1921.

Exact date and places will be notified to entrants.

The same machine may take part in one or both parts of the trials, but separate reports will be published.

3. Entries shall be made not later than November 30, 1920, upon special forms to be obtained from the Ministry of Agriculture.

4. The entry fee for the competing machines is L.E. 20 for each tractor or self-contained motor plough and L.E. 5 for each implement to be drawn.

This fee covers one or both parts of the trial and cannot be refunded on any account.

5. Not more than one tractor of the same model may compete except drawing different kinds of ploughs. In this case two tractors—and not more than two—of the same model may compete.

6. Entrants of tractors must provide suitable ploughs and all other implements to be drawn by their own machines.

7. Any proposed entry may be declined without giving any reason, and the judges may prohibit any machine from taking further part in the trials, in the event of its not performing to the satisfaction of the judges.

8. The judges shall have power to postpone or discontinue the trials in the event of unsuitable weather conditions prevailing.

9. Entrants shall provide the judges with all the necessary particulars of machines entered, and shall afford the committee facilities to verify such particulars and take any measurements it may deem necessary.

10. One grade each of petrol, paraffin and crude oil fuel will be provided for all machines at cost price.

11. All fuel tanks must be provided with means for completely draining off the fuel for measuring purposes.

12. If cooling medium other than water is required, a special declaration must be made to the committee at the date of entry.

13. The selling price of each machine current at the date of entry to be declared by the entrants for inclusion in the catalogue.

14. The judges will be appointed by the committee. Tractors (or self-contained motor-ploughs), and hauled implements will be reported upon independently. With regard to the machines themselves, the judges in their report, will take into consideration the following points:—

(*a*) Weight of machine in full working order with spuds.
(*b*) Amount and costs of fuel and lubricating oil per acre.
(*c*) Water evaporated per acre.
(*d*) Ease of handling, including starting time and turning at headlands.
(*e*) Reliability (freedom from mechanical trouble).
(*f*) Capital cost on date of trial.
(*g*) Mechanical construction, having special regard to simplicity and accessibility to wearing parts.
(*h*) Safety of operation.
(*i*) Number of attendants.
(*j*) Capacity in acres per day of eight hours.
(*k*) Efficiency of adhesion.
(*l*) Working cost per acre.

Implements will be judged on the basis of:—

(*a*) Construction and operation.
(*b*) Adaptability for different widths and depths of ploughing or cultivating.
(*c*) Quality of work done.
(*d*) Capital cost on date of trial.

15. All machines will be under observation throughout the period of the trials, and each entrant will, at his own expense, provide an observer for each machine which he enters. The observer's duties will be to watch any machine to which he may be appointed.

16. Entrants and their representatives and all other attending the trials will be required to abide by the orders of the judges and stewards.

17. Neither the committee nor the judges shall be liable for any loss or damage sustained by the entrant or entrants or others at, or in connection with, the trials.

18. The judges and stewards are empowered to enforce these regulations, and to make and to enforce such other regulations and arrangements as they may deem necessary in connection with, or at, the trials.

19. The committee reserves the right to add, to alter, amend or delete any of these regulations.

20. A minimum depth of furrow for each field to be fixed by the judges. No entrant may plough to less than that depth. The observer will make frequent measurements of the depth, using the special instrument provided, and in the event of the correct depth not being reached will order the tractor to be stopped and the plough to be adjusted accordingly.

If assistance, other than that of the operator or operators declared as being necessary to run the tractor and the plough, be necessary to effect this adjustment, the number of man-minutes for assistance so employed shall be recorded.

21. Each entrant shall nominate from his staff in attendance at the trials one person who shall be the manager, and shall receive all communications from the field steward, and through him all communications to the field steward must be made.

22. No cards, printed matter or other advertisement of any kind to be carried by the tractors or implement. Each tractor will be known by a number. The committee will provide a card bearing that number, and that card only shall be carried by the tractor or implement.

23. If possible during the trials facilities will be provided for the demonstration of different agricultural implements in work, and space will be allotted for exhibition of machines and accessories, if full requirements are stated in the entry form.

An entry form is on reference at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, and may be consulted, on application (refer File No. 20563). No time should be lost in taking up this matter at once, and all entries must reach the Ministry of Agriculture by November 30 of this year.

Canadian firms if so desiring might transmit the entry form duly filled out to the H. B. M. Commercial Agent, the Residency, Cairo, when he will be glad to have it placed in the hands of the proper ministry.

GREEK CUSTOMS TARIFF AND OCTROI DUTIES.

The British *Board of Trade Journal* for July 29 contains a list of articles as amended by the Tariff Bill introduced into the Greek Chamber on February 9, the provisions of which came into operation as from that date. The same journal in its issue of August 5 gives a summary of the new laws relating to the municipal (octroi) taxes on imported goods. The municipal tax on dutiable goods has been fixed at 25 per cent of the (State) import duty. The list of municipal taxes payable on those imported goods which are exempt from customs duty, as well as the amended tariff, may be consulted on application to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

MARKET FOR FISH PRODUCTS IN ARGENTINA.

Trade Commissioner B. S. Webb.

Buenos Aires, July 5, 1920.—In view of the interest which packers of fish are now showing in foreign markets as an additional outlet for their products, some information on Argentina as a market for Canadian fish products will doubtless be of interest. This Republic has always been a large importer of dry-salted fish and canned fish products, imports under these heads having steadily risen in pre-war years to a total of 14,000,000 kilogrammes, this figure representing the importation during the last of the pre-war years, 1913. Difficulties in obtaining supplies, consequent on war-time conditions, reduced imports during succeeding years to the following figures:—

Years.	Kilogrammes.
1914	10,101,720
1915	8,929,652
1916	7,335,145
1917	5,587,884
1918	3,724,360

After the Armistice imports began to increase, and although the figures for all of 1919 are not yet available, the imports for the first half of that year (2,213,925 kilogrammes) indicate that the trade is recovering, and information gathered from other sources justifies the belief that before long Argentina will be purchasing dry-salted fish and canned fish products to the same extent as formerly.

The classes of fish products consumed locally which can be supplied by Canadian packers and curers are dry-salted codfish, canned salmon and lobster, sardines in oil, and oysters. There is also a smaller demand for salted herrings and smoked herrings. Other kinds of canned fish products can also be sold in this market.

That Canadian fish products are readily saleable on this market has been proved by the results obtained from the few direct shipments which have been made, and there can be no doubt that a large and permanent outlet for fish products can be secured if a determined effort is made.

VALUE OF ARGENTINE MARKET.

The appended figures, extracted from the official publications, show the importation into Argentina of dry-salted and canned fish products during 1913 and subsequent years. It should be noted that the item "Fish in Pickle and Pressed" includes sardines in bulk, the packing of which is referred to elsewhere in this report. Canned salmon and lobster is doubtless included under the heading "Conserved fish in tins," together with any other canned fish product not specially mentioned.

	1913 Kilos.	1914 Kilos.	1915 Kilos.	1916 Kilos.	1917 Kilos.	1918 Kilos.	½ of 1919 Kilos.
Sardines in oil. .	4,984,616	2,629,193	2,592,985	3,163,816	1,861,349	1,418,641	970,572
Codfish whole. . .	5,335,739	4,455,396	3,788,563	2,035,448	1,872,347	615,627	611,800
Fish in pickle and pressed.	1,383,653	1,363,661	1,204,145	909,162	1,100,570	833,411	280,630
Conserved fish in tins.	1,421,712	947,275	696,987	798,224	435,033	647,258	221,735
Anchovies in pickle	77,517	73,600	84,423	72,701	111,230	78,527	88,244
Herrings, smoked, in cases.	85,539	58,995	52,465	25,104	570	.....	9,616
Codfish, cut. . . .	297,807	180,337	181,356	132,949	62,329	7,128	6,620
Herrings, smoked, in kegs.	20	840	6,624	2,016	507	60	1,996
Stockfish	278,773	248,685	260,348	66,890	45,144	10	19
Oysters.	112,810	143,738	61,756	128,835	98,825	96,698	12,693
	13,978,186	10,101,720	8,929,652	7,335,145	5,587,904	3,724,360	2,203,925

COUNTRIES OF ORIGIN.

The principal countries of origin of the several kinds of canned fish imported into the Republic is shown below, the figures quoted being those relating to imports during 1913, which has been selected for the purposes of comparison as being a normal year:—

	Kilogrammes.
Sardines—	
Total imports.	4,984,616
Spain.	3,198,313
Norway.	1,041,194
Portugal.	248,000
France.	223,093
Codfish, whole—	
Total imports.	5,335,739
Norway.	3,648,328
United Kingdom.	1,078,888
Germany.	460,453
United States.	35,995
Fish, in pickle and pressed—	
Total imports.	1,383,653
Spain.	785,883
Holland.	206,178
Germany.	190,494
Italy.	154,074
Conserved fish in tins—	
Total imports.	1,421,712
Spain.	447,277
Italy.	408,771
United Kingdom.	204,978
United States.	149,926
France.	90,623
Canada.	72,384
Anchovies in pickle—	
Total imports.	77,897
Italy.	43,139
Spain.	34,718

COUNTRIES OF ORIGIN.—*Continued.*

	Kilogrammes.
Herrings, smoked, in cases—	
Total imports	85,539
United Kingdom	79,129
Germany	3,778
Italy	1,980
Codfish, cut—	
Total imports	297,807
Norway	208,140
Germany	74,416
United Kingdom	5,688
Herrings, smoked, in kegs—	
Total imports	20
Holland	20
Stockfish—	
Total imports	278,773
Norway	203,732
Germany	42,833
Italy	14,529
Oysters—	
Total imports	212,810
United States	98,065

DETAIL OF IMPORTS.

The statistics of imports of canned fish reproduced above, while valuable as showing the purchasing power of the Republic, countries of origin, etc., do not furnish exporters with information regarding certain classes of canned fish which can be exported from the Dominion on a large scale: salmon and lobster, for example, are not mentioned. In order to ascertain just what are the classes of canned fish imported into the Republic, a careful examination has been made of the manifests of every ship entering the port of Buenos Aires from January 1 to June 30 of the current year. The information thus obtained, supplemented by indications received from importers, justifies the estimate that the imports of the several classes of canned fish for the current year will be approximately:—

Sardines in oil, tins of 150 to 500 grammes	159,500 cases.
Codfish, in boxes of 100 lbs	77,800 boxes.
Herrings salted in barrels or in cans	47,670 packages.
Salmon	29,950 cases.
Stock fish, boxes 40 to 45 Kg	14,860 boxes.
Pressed sardines, small drums	6,900 drums.
Lobster	6,440 cases.
Herrings, smoked, in tins	5,500 cases.
Tunny fish	2,800 cases.
Oysters	1,200 cases.
Chicken haddies	950 cases.

The quantities imported during the six months in question came to the order of 225 consignees in all, most of whom are wholesale grocers; certain quantities came to the order of general merchants and export trading companies, whilst a few cases were sent to the order of commission agents.

PACKING.

From inspections of wholesale grocers' showrooms, and in response to inquiries, the following information regarding packing has been obtained:—

Sardines in tins range in size from 150 grammes to 500 grammes (28 grammes= 1 ounce). The size most sold is the 180 to 200-grammes size. A case of Spanish sardines usually contains 40 tins, but Norwegian packers are using a case containing 100 tins and this is now the most popular sized case. Six or seven-ounce tins and 100 tins to a case is therefore the most suitable style of packing for sardines.

The Norwegian method of lithographing sardine cans instead of labelling them has much to commend it. When labels are used, considerable trouble and loss can be caused by a leakage of oil from a blown can; in fact one blown can may damage the labels of the contents of a whole case. The key opener is attached to the bottom of the can by means of a tinplate clip, fastened with a drop of solder, and the tins are packed tightly into a close-fitting case.



Lithographed tin container. Spanish origin.

Codfish, whole, dry salted, comes in tin-lined cases containing 45 to 50 kilogrammes. A small percentage of the imports relate to cut, dry-salted codfish; this fish is bound, cut into oblong pieces, and packed in hermetically sealed tin boxes containing 10 kg. and 20 kg.

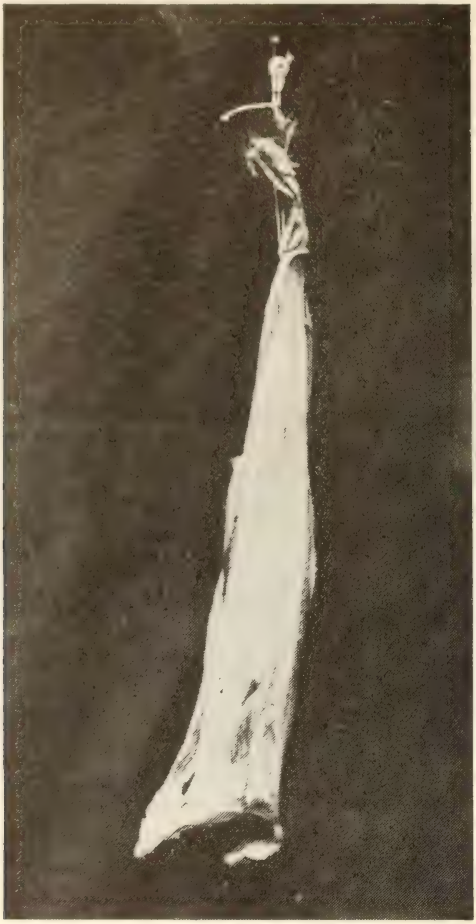
Salted herrings are packed in barrels, 60, 120 and 240 fish to a barrel, and also in tins of 12, 24 and 50 fish, packed in cases containing 56, 24 and 12 tins respectively.

Salmon was sold before the war in 1-pound talls, but the demand now is almost entirely for ½-pound flats; 48 tins go to a case.

Stockfish arrives in tin-lined wooden cases containing 45 to 50 kilogrammes.

NORWEGIAN STOCKFISH.

Pressed sardines are sold by weight in the retail stores. They are packed in small wooden kegs about twelve inches in height and some eight or nine in circum-



Norwegian stockfish.

ference. Similar-sized tins are also used as containers. The fish are laid in the tin with the tails converging to the centre and the heads pointing towards the outer edge. Each keg or tin carries from 400 to 500 fish with a sprinkling of tomato paste or oil.

PRESSED SARDINES.

Lobster is sold in ½-pound and 1-pound flats, 48 1-pound tins and 96 ½-pound tins to a case.



Pressed sardines.

Smoked herrings come in tins of 12, 24 and 50 fish packed in cases containing 56, 24 and 12 tins respectively.



Salmon and lobster, presumably of Canadian origin, sold under a locally registered label and an English label respectively.

LABELLING OF CANS.

It is stated elsewhere that sardines can be shipped without any adhesive label, but the lithographing on the tin should approximate to the subjoined suggestions for the labelling of other fish products: An attractively-coloured lithographed label should be used carrying an illustration of the contents of the can. In a cosmopolitan country such as this a verbal description of the contents does not convey so clear an idea as a pictorial representation. The descriptive matter, if any, should be in Spanish and the words "El Canadá" or "Canadiense" should be given prominence if possible. In addition to the lithographed label a small printed label should be attached to the top or bottom of each can, bearing the words, in English: "Packed in Canada, net weight of contents .... grammes." This last is essential.

SELLING CONNECTIONS.

Exporters of fish can hardly expect to establish business relations with importers; their competitors in other countries are approaching the wholesale grocers, who are the importers of fish products, through local representatives, and Canadian exporters must place themselves on a parity with their competitors in this respect if any large volume of trade is to be secured. It is not always easy for an exporter to get into touch with a suitable local agent, but there are a number of English-speaking manufacturers' representatives engaged in calling on the wholesale grocery trade, and the services of this office are available to exporters who desire to form a local connection. Perhaps the best way to initiate export business to Argentina is for the exporter to send down a small shipment to a local agent on consignment, thus enabling him to place a certain number of cases with each wholesale house, also on consignment. If and when these cases are disposed of, the agent would solicit signed orders which would be forwarded to the exporter, together with bank references and information on the financial standing of the importer. Goods should be invoiced direct to the importer in Canadian dollars, and documents would be forwarded through a Canadian bank for delivery to the customer with a sight draft or 90 days' draft attached as the case might be. Now that ocean freight rates are readily obtainable in Canada, only c.i.f. prices should be quoted.

IMPORT REGULATIONS.

The Argentine authority charged with the duty of inspecting food products imported for consumption is the "Departmento Nacional de Higiene." This department formulated a set of internal regulations which were sanctioned in 1914, and these regulations are supposed to be in force to-day. They provide for the inspection of consignments of fish products imported for consumption. A permit for entry is required, which is only granted after inspection. Should there exist any doubt or suspicion of decomposition, samples are extracted and submitted to analysis. The inspection and analysis being favourable, a "suitable for consumption" certificate is issued, without the presentation of which the customs authorities will not permit the entry of any consignment of food products. The entry is prohibited of any consignment found not to be in a good state of preservation, to contain colouring matter, antiseptics, or other substances considered noxious to the health. Some of the more important regulations are reproduced below:—

Art. 343.—The packing labels of products introduced into the country must indicate clearly the nature and weight in kilogrammes of the product, manufacturer and origin, and if required the date of manufacture.

Art. 344.—The weight expressed on the label must be the net weight of the contents.

Art. 345.—The tin or other metal cans used in the preservation of the product must be tinned inside with fine tin. The tin used for this purpose must be uniform and must not contain any cohesive solution, so as to permit of the proper preservation of the product. The metal employed in the interior solderings of the cans must also be of the best quality.

Art. 346.—Fine tin will be considered as that which does not contain more than 1% (one per cent) of lead, nor more than five milligrammes of aresenic or antimony.

Art. 347.—Metal recipients or other materials used in the preparation, preservation, or transport of alimentary substances, must be such as will not be shown by analysis to contain any substances considered noxious to the health.

Art. 348.—Cans which show signs of having been opened, or of the contents having been re-sterilized, as can be detected by the solder marks and the organoleptic character of the contents, will be immediately rejected.

Art. 349.—Tins or wrappings which show signs of having been opened or manipulated for the purpose of modifying, altering or prolonging the conservation of the product, will be immediately rejected.

Art. 350.—Tins with pierced lids, caused by decomposition or production of gases inside the tin, will be rejected in the same manner, as the lids should either be flat or offer a concave surface caused by the vacuum produced during the sterlization.

In the case of bottles or other recipients there should be no formation of gases or other change noticeable or otherwise they will be rejected.

Art. 351.—Any other accessory which is used in the manufacture for the security or protection of the conserves and which comes into contact with them must not contain any substance considered noxious to the health.

Art. 352.—In the wrappings, such as tin foil, paper, cloth or any other covering which serves as a protection and which adheres to the product must not contain any noxious substance, nor colouring matter of mineral or coal tar origin.

Art. 353.—Foodstuffs, whether in tins or not, must present all the organoleptic properties corresponding to a wholesome state of preservation and must not contain any substances capable of diminishing the nutritive value of the product or antiseptic or colouring matter or chemical product.

Art. 354.—Where the contents of the can are liable to decomposure after having been opened and exposed to the air, it is compulsory to indicate, by means of a small label, that the product is for immediate consumption.

Art. 355.—Common salt, vinegar, oil, dripping, sugar or vegetable condiments, as well as charcoal utilized in the preservation of alimentary products, must not contain any impurities which might cause decomposition.

Art. 356.—The preservatives and antiseptic substances prohibited in the elaboration of alimentary products are the following:—

Boric acid and borates,
Hydrofloric acid and its salts,
Salicilic acid and its salts,
Benzoic acid and its salts.
Sacharine or other edulcolouring matters.

Mineral or artificial colouring matter used in external wrappings and which comes into contact with the alimentary products.

Art. 329.—If within four days after having been declared unfit for consumption, the alimentary product should not have been re-embarked, the custom house authorities shall proceed to destroy same by burning.

Art. 330.—In case a consignment should be found to be partially in the conditions expressed in Article 328, entry will be permitted only of such products as have been found to be wholesome, the separation of which must be effected by the interested party in the presence of the officials nominated for the purpose. Should it not be convenient to the interested party to follow this course on account of the large percentage of goods affected, the whole consignment will then be destroyed.

The internal regulations quoted above, however, are not being enforced in their entirety. In practice it is sufficient that a consignment of canned fish should present a wholesome appearance and not contain colouring matter or preservatives, that the net contents in grammes should be stated, and that there should not be a second blowhole in a can. A second blowhole in a can is to be avoided, as the health authorities are inclined to regard this as a sign of decomposition and subsequent resterilization. Explanations have been offered tending to demonstrate that a second blowhole is not necessarily a consequence of resterilization, but the authorities still regard consignments containing such cans with suspicion.

The municipality of the city of Buenos Aires has recently been actively pursuing a "pure food" campaign. It has recently sanctioned a new ordinance regulating the sale of preserved vegetables and foodstuffs. This ordinance does not as yet apply to canned fish products, but it is expected that its scope will be extended to include all preserved foodstuffs. Under the provisions of this ordinance the class of oil used in contents will have to be clearly stated, also the net weight of contents in grammes. Copies of the National Department of Health Internal Regulations and the new ordinance of the municipality of Buenos Aires regulating the sale of preserved vegetables and foodstuffs can be consulted at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, reference file No. T.C.-1-104.

The names and addresses of 150 Argentine importers of canned fish can also be had on application to the Commercial Intelligence Branch, file No. T.C.-1-104.

TRADING WITH ROUMANIA.

Trade Commissioner L. D. Wilgress.

VIII.

The Industries of Roumania.

Agriculture, petroleum and timber are pre-eminently the three leading industries of Greater Roumania, providing occupation for the majority of the inhabitants and contributing the products which comprised the greater part of Roumanian export trade before the war. The manufacture of sugar from beet-root was an important industry in Old Roumania, but most of the factories are now unable to operate owing to the lack of raw material. The iron industry is developed to a certain extent in Transylvania and this province has important coal deposits. Manufacturing industry was making considerable progress in Roumania during the period immediately preceding the war, the most notable development being in the flour, textile, paper, cement and leather industries. In spite of this development in manufacturing industry, the exploitation of the agricultural, oil, and timber resources of Roumania will be for some time to come the foundation of the economic life of the country.

AGRICULTURE.

Over four-fifths of the total population of Roumania are engaged in agriculture. Their energies are chiefly directed to the raising of cereals, about 84 per cent of the total cultivated area being utilized for this purpose. Before the war Roumania was one of the principal grain-exporting countries ranking after Russia, the United States and Canada. In the production of wheat Roumania was seventh among the countries of Europe. Roumanian agriculture first received an impetus in 1829 when the opening of the Straits of the Bosphorus and the Dardenelles to world commerce afforded its products an outlet to the markets of Western Europe. From that date there was a steady development in the cultivation of cereals and a decline in the raising of cattle and other stock.

The average annual export of wheat for the five-year period 1909-14 was 49,747,160 bushels. Roumania is a country which exported a large proportion of the total wheat crop, about 50 per cent of the wheat grown in normal years being shipped abroad, principally to Antwerp. This was due to the fact that maize (corn) is the staple diet for about three-fourths of the population, who rarely consume bread. During the five-year period 1911-15 corn was raised on approximately 34 per cent of the total cultivated area of the Old Kingdom, while wheat crops accounted for about 31·5 per cent. A comparison of the proportions of the total crops of wheat and corn exported abroad is indicated by the following figures for the year 1913:—

	Production Bushels.	Export Bushels.
Wheat	80,882,350	42,373,490
Corn	122,249,645	38,758,228

In spite of the large domestic consumption, Roumania was the leading corn-exporting country, the export from this source surpassing that from the United States and Russia during the period 1909-14.

The other cereals, which Roumania shipped abroad, were barley, oats, rye and millet. The following figures show the total production and export of these cereals from Old Roumania in 1913:—

	Production Bushels.	Export Bushels.
Barley	22,767,007	11,882,458
Oats	34,138,442	6,384,154
Rye	3,605,111	2,432,095
Millet	1,655,578	545,551

The total cultivated area of Old Roumania in normal times was approximately 15,000,000 acres, of which 84 per cent was utilized for cereal production. The remainder of the cultivated area was given over to the growing of natural and artificial grasses (1,460,000 acres); rape seed (200,000 acres); grapes (200,000 acres); beans (110,000 acres); flax (68,000 acres); peas (62,000 acres); beet roots (33,000 acres); tobacco (27,000 acres); and potatoes (30,000 acres). The production in 1913 of the principal of these crops was as follows:—

	Tons.		Tons.
Rapeseed	59,027	Potatoes	97,604
Flax	15,087	Beetroots	282,364
Beans	152,268	Tobacco	9,498
Peas	28,779	Wine, hectolitres	1,518,883
			(33,475,426 gallons).

YIELD PER ACRE.

The average yield of wheat per acre in Old Roumania was before the war a little less than 18 bushels. Roumania is therefore behind the countries of Western Europe in the application of agricultural science. Artificial fertilizers are employed to a



Group of Roumanian Peasants.

small extent only on the large estates. Thus in 1913 the importation into Roumania of artificial phosphates amounted to only 758,600 pounds and that of saltpetre and potash salts to 561,000 pounds. With a more general use of artificial fertilizers and the extension of irrigation, the production of cereals in Roumania could be greatly increased.

LIVE STOCK.

Stock raising was formerly the chief occupation of the Roumanians, when the country was under the Turkish rule, but with the steady increase of cereal cultivation the number of live stock has declined. Sheep raising is still, however, an important branch of the domestic economy and the Alpine meadows of the Carpathians furnish excellent summer pasture for large flocks of sheep as well as cattle and horses. In 1916 the number of horses, mules and donkeys in Old Roumania was estimated at 1,231,498, horned cattle at 2,937,877 head, sheep at 7,810,809, pigs at 1,382,124.

and goats at 300,609. The Germans took a great number of live stock with them when they evacuated Roumania in 1918, and the Roumanians in their turn later obtained cattle and other stock from Hungary, so that it is impossible to give figures of the number of live stock of different kinds at present in the country.

EXPORT OF AGRICULTURAL PRODUCTS.

The total export from Roumania in 1913 was valued at $134,141,000, of which cereals and derivatives thereof accounted for $89,682,400 or 66 per cent of the total. The export of vegetables, flowers and parts of plants was valued in the same year at $6,824,000. The following table of the values of the principal agricultural products exported in 1913 will indicate the important role taken by agriculture in the foreign commerce of Roumania:—

	$		$
Wheat	41,630,445	Peas	771,048
Corn	23,152,905	Oxen	489,550
Barley	9,668,225	Nuts	373,550
Wheat flour	6,808,823	Raw wool	365,411
Oats	4,428,048	Millet	320,859
Beans	3,039,700	Tobacco leaf	224,955
Rapeseed	2,282,624	Skins of sheep and goats	261,579
Rye	1,804,659	Flax seed	150,065
Eggs	1,665,425	Meat	143,641
Bran of cereals	1,166,411		

FUTURE EXPORTABLE SURPLUS.

The above figures apply only to the Old Kingdom. The cultivation of cereals is also developed to a great extent in the new territories of Roumania, especially in Bessarabia and the Banat. It may be estimated that the total pre-war production of cereals in all the territories now comprising Greater Roumania was approximately 14,000,000 tons, of which about 46 per cent was grown in the Old Kingdom. On the basis of these figures it has been estimated that the quantity of cereals which should be available for export from Greater Roumania, when normal production is once more restored, is 5,000,000 tons, as compared with an export from the Old Kingdom in 1913 of 2,758,721 tons.

AGRICULTURE IN THE NEW TERRITORIES.

Bessarabia was formerly considered to be one of the richest provinces of Russia. Every year there was a large surplus of cereals available for export to Western Europe through the port of Odessa. The area cultivated with cereals is estimated at 6,782,674 acres and the annual production at approximately 2,600,000 tons (nearly 100,000,000 bushels). Corn and wheat are the chief crops raised. The vineyards of Bessarabia are of considerable importance and occupy an area of about 106,000 acres. The annual production of wine amounted before the war to about 110,000,000 gallons. Fruit culture is carried on in Bessarabia chiefly in the Southern and Central districts, the annual production being over 25,000 tons. The bulk of the surplus fruit, chiefly grapes, plums, apples and nuts, was formerly sent to the large Russian towns. Other agricultural products normally available for export from Bessarabia were eggs, pigs, wool and tobacco. The number of live stock in Bessarabia has been steadily decreasing with the expansion of cereal cultivation. In 1918 it was estimated that there were 376,851 horses, 484,000 horned cattle, 1,318,718 sheep, 14,015 goats and 361,776 pigs.

TRANSYLVANIA AND BANAT.

The total value before the war of the annual harvests in the territories of Greater Roumania, which formerly comprised part of the Austro-Hungarian Empire, has been estimated at roughly $209,000,000. Wheat was grown on about 34·5 per

cent of the total cultivated area and corn on nearly 32 per cent. Oats, barley, rye and potatoes were also important crops. The surplus grain was sent chiefly to the more thickly settled parts of Austria and Germany.

In Transylvania stock-raising is relatively more important than on the plains of Banat and Crishiana, where cereal cultivation is pre-eminent. The total area cultivated with cereals in Transylvania is about 2,500,000 acres and the annual production about 1,355,000 tons, of which 724,000 tons consisted of corn and 543,000 tons of wheat. In the Banat over 3,000,000 acres are utilized for cereals and the total crop realized is about 1,160,000 tons, of which over 80 per cent consisted of wheat. Another 2,500,000 acres are devoted to cereals in the provinces of Crishiana and Maramuresh, and the total crop in 1913 amounted to 1,092,000 tons. In the mountainous provice of Bucovina cereals are grown on a total area of nearly 500,000 acres, yielding an annual crop of about 250,000 tons. Wheat and corn are raised in about equal proportions in these provinces. Stock-raising is important in the former Austro-Hungarian provinces of Roumania, pasture lands comprising almost 36 per cent of the total area. The total value of the live stock in these provinces has been estimated at $253,654,972. The number of head of the different kinds of live stock per province is as follows:—

	Horned cattle	Horses	Sheep.	Pigs.
Transylvania..	1,168,170	185,891	2,104,431	601,876
Banat..	483,256	318,059	1,185,796	646,698
Crishiana and Maramuresh.	740,229	211,004	827,914	681,021
Bucovina..	242,400	50,925	176,190	131,183

The Roumanians in common with other Latin ràces have a predilection for viticulture, and grape vines are cultivated on 104,271 acres in the Provinces of Crishiana, Banat, Transylvania and Maramuresh. The normal production is 13,774,000 gallons of wine and 3,235,912 pounds of grapes, the total value of the crop being about $5,000,000 a year.

SIZE OF AGRICULTURAL EXPLOITATIONS.

Up to the present Roumania has been a country of large estates and small peasant holdings without many freehold farms of moderate size. Nearly 40 per cent of the farm lands of Old Roumania were comprised of estates of over 250 acres, while over 40 per cent consisted of holdings of less than 25 acres. This is shown by the following table of the division of agricultural property in Old Roumania in 1916.

Extent of property.	Number of proprietors.	Total area acres.	Percentage of total area of farm lands. %
Less than 2.47 acres..	143,871	244,982	1.27
From 2.47 to 12.35 acres..	600,693	4,735,054	24.47
From 12.35 to 24.7 acres..	176,375	2,809,466	14.55
Total less than 24.7 acres.. ..	920,939	7,788,492	40.29
From 24.7 to 123.5 acres..	36,318	1,519,003	8.89
From 123.5 to 247 acres..	2,405	412,110	2.13
Total from 24.7 to 247..	38,823	1,931,113	11.02
From 247 to 1,235 acres..	3,314	2,017,470	10.43
From 1,235 to 2,470 acres..	1,122	1,903,617	10.26
Above 2,470 acres..	949	5,411,478	27.90
Total above 1,235 acres..	2,071	7,315,095	38.16
Total general..	965,047	19,333,186	100.00

Most of the large estates in the Old Kingdom were situated on the plains of the Danube and along the valleys of the Rivers Sireth and Pruth in Moldavia. Large estates were not so frequent in the Carpathian provinces and the Dobrudja. These

large estates were in reality a survival of feudal times and the Turkish domination. The lot of the peasants during the latter part of the nineteenth century became increasingly more difficult, and owing to their small holdings they were unable to participate in the benefits resulting from the great development of Roumanian agriculture. In order to secure the necessities of life the peasants had generally either to rent additional pasture and arable land from or sell their labour to the large land-owners. There being no industry to compete with agriculture in the labour market, legislation had to be resorted to in order to protect the peasants from the extortions to which their social and economic position held them liable. These measures, however, were of only temporary benefit and increasing discontent found expression in repeated peasant risings. Expropriation was frequently discussed and a measure actually passed before the war, but it remained in abeyance until the situation arising out of the war forced the Government to tackle what was one of the most difficult problems confronting the country.

EXPROPRIATION OF THE ESTATES.

All estates of over 247 acres have been expropriated. Land-owners with from 247 to 1,235 acres have been deprived of a certain amount of land in proportion to the extent of their holdings. No single land-owner will be allowed to retain more than 1,235 acres in his possession, although certain exceptions are made in the case of those having dependents. The expropriated land was first handed over to the peasant associations to cultivate, these associations being managed by representatives of the peasants, the village priests, schoolmasters, etc. This arrangement was found to be unsatisfactory as the associations had little influence over the individual peasants, and the latter first of all devoted attention to the fields they already owned and only later, if they had time, to the common land. The present Government therefore decided to distribute the expropriated land as soon as possible among the peasants and agricultural workers. The principle was adopted of distribution only to those actually working on the land. The basis of allotment was fixed at 5 hectares or 12·35 acres; thus a peasant owning 3 hectares receives 2 hectares of expropriated land and so on. Peasants with more than 5 hectares receive no additional land. Those receiving land are obliged to recompense the State in from ten to twenty years. The land expropriated amounts to approximately 5,000,000 acres. This land is now (May, 1920), being distributed, and already it is feared that there will not be sufficient land for allotment on the above basis.

In the new territories of Roumania large estates are also frequent. Nearly 45 per cent of the cultivated area of Bessarabia is comprised of estates of more than 247 acres in extent. In Transylvania, Crishiana and Banat, the expropriation has been largely a racial question, since the large estates were practically all in the hands of landowners of Hungarian nationality. Thus in Transylvania 8,435 owners of large and medium estates, or a little over one-tenth of one per cent of the total population, possessed 27 per cent of the total area of farm lands. Among these estate owners there were 209 of Roumanian nationality, of whom only 35 had large estates. On the other hand the peasants, most of whom are Roumanians, owned about 38 per cent of the total farm area. It is estimated that about half of the Roumanian population of Transylvania had less than 12 acres per family.

EFFECT OF THE EXPROPRIATION.

The expropriation of the large estates in Greater Roumania is of great interest to Canadian manufacturers and exporters of agricultural machinery and implements. The Roumanian estates were well equipped with up-to-date machines. The estate owners as a result of the expropriation are commencing to liquidate a part of their equipment and binders, threshing outfits and other machines are being offered for sale at low prices. The writer interviewed the owner of an estate of 5,000 acres, who

stated that he had five complete threshing outfits for sale, in addition to seeders, binders, mowers, etc. He said his case was typical of many others. The peasants on the other hand with farms of an average of 12 acres will not be able to use machinery to the same extent as the estate owners. There is a tendency for greater co-operation among peasants, but its field is limited. Although in large measure a passing phase, the effect of the expropriation on the trade in agricultural machinery should be carefully taken into consideration by Canadian exporters.

TRADING WITH GREECE.

Trade Commissioner W. McL. Clarke.

VI.

GREEK INDUSTRIES.

Greece in the years immediately following the War of Independence could claim only two or three small industries and these were mainly connected with agriculture. Here and there might be found a flour mill along the banks of a river or at the bottom of some ravine, where was ground the grain raised by the farmer. In the second place there was the domestic spinning and weaving industry carried on by the country women folk, and finally there was the rude plough-making of the farmer who fashioned some crude type of instrument similar to the kind spoken of in the classical works of Hesiod. Such was the industry of Greece ninety years ago. Gradually, however, a few industries began to spring up, especially at Athens and the Piraeus, which have become the leading manufacturing centres of Greece. In 1850 these two cities counted 7 industrial plants; in 1880, 22; in 1900, 63; and in 1910, 92.

Even though to-day the Greek nation is pronouncedly a country of agriculture and traders, yet it is not without important industrial enterprises. The writer was given a *carte blanche* by the Minister of National Economy to visit the various Greek manufacturing establishments, and in his short tour with one of the Inspectors of Industry was surprised to see the industrial activity in evidence and to note in some cases the splendid factories and the up-to-date equipment.

According to the last industrial census, viz., that of 1917, it was estimated that Greece possessed 2,213 industrial establishments employing altogether 36,124 hands and producing in that year goods valued at 872,294,308 drachmas. Of this number 1,591 manufactories were in Old Greece, giving employment to 26,897 operators. Plant installation was valued at 208,980,059 drachmas and output at 705,621,365 drachmas. The remaining number of factories, or 622, were operating in New Greece with 9,227 workers and producing goods valued at 166,672,943 drachmas.

THE INDUSTRIAL CENSUS OF 1917.

This census of 1917 divides the industrial establishments of Greece into three categories: (*a*) small, employing one to five operators; (*b*) medium, employing 6 to 25; and (*c*) large, employing a minimum of 26. On this basis it is estimated that Greece possessed 1,188 small plants engaging 3,579 workmen or an average of three workmen. The plant installation in class *a* is valued at 28,567,400 drachmas or an average of 24,046 drachmas per plant. The annual production of this class amounts to 106,550,025 drachmas or 29,775 drachmas per workman.

Category *b* shows that in 1917 there were 743 medium-sized factories giving work to 8,845 labourers or an average of 12 workmen per plant. The value of the installations is estimated at 68,447,019 drachmas, or an average of 90,776 drachmas for each medium-sized establishment. The annual production of this second category is stated to be 250,794,800 drachmas, or 28,343 drachmas per unit.

In category *c* (i.e., the large factories) are placed by the census 282 manufactories with 23,700 workmen in all, or an average of 84 operators per plant. The average installation is valued at 579,287 drachmas or a total installation of 163,349,218 drachmas. The value of the products produced in the establishments classified as "large" amounts to 514,949,473 drachmas annually, or 21,727 drachmas per workman.

PERCENTAGES.

The following table illustrates the percentages which the value of the respective installations, the value of productions and the number of workmen bear to the total number of enterprises in each category.

Manufactories.	Workmen. Per cent	Value of Installation. Per cent	Value of Products. Per cent
Large	65.60	62.75	58.84
Medium	24.50	26.28	28.95
Small	9.90	10.97	12.21

FACTS ABOUT THE VARIOUS INDUSTRIES.

The following tables, which are borrowed from Mr. Tsoudero's work on Economic Greece, are interesting as they subdivide the foregoing three categories into the respective industries, showing the number of factories in each group, the number of workmen, the value of installations, the values of output as well as the relative position occupied by the different industries in each category.

Small Industrial Plants.

Kind of Manufactories.	No. of Manufactories.	No. of Workmen.	Value of Installation (drachmas).	Value of Products (drachmas).	Relative Position Installation.	Relative Position Products.
Alimentary	805	2,275	16,916,700	87,041,250	1	1
Leather	73	240	1,190,500	2,589,000	7	4
Chemical	46	216	3,190,500	6,693,800	2	2
Lumber	70	209	1,021,000	2,058,600	8	5
Building material	42	159	1,066,000	1,695,400	6	6
Printing and paper	49	155	1,072,500	946,000	5	8
Machinery	46	148	1,323,000	1,366,575	4	7
Textile	47	143	673,000	3,655,000	9	3
Electric	5	19	2,203,000	118,600	3	10
Cigarette	5	15	71,000	186,000	10	9
Clothing	.....	.....	.....	.....	..	—
Metallurgical	.....	.....	.....	.....	..	—
Total	1,188	3,579	28,567,400	106,550,025	—	—

Medium Industrial Plants.

Kind of Manufactories.	No. of Manufactories.	No. of Workmen.	Value of Installation (drachmas).	Value of Products (drachmas).	Relative Position Installation.	Relative Position Products.
Alimentary	367	4,206	38,125,962	185,956,900	1	1
Chemical	64	861	8,002,557	24,084,460	2	2
Paper and printing	56	695	5,423,200	2,429,500	3	8
Machinery	58	669	3,488,000	4,958,700	4	5
Lumber	53	582	2,168,600	4,406,600	7	6
Leather	45	537	3,446,000	13,324,000	5	3
Textile	38	533	1,650,700	4,391,100	8	7
Building material	27	267	1,589,500	1,428,500	9	9
Clothing	11	191	856,000	1,400,000	10	10
Electric	10	138	3,838,500	905,000	6	11
Cigarette	10	124	313,000	550,050	11	12
Metallurgical	2	42	.....	6,960,000	..	4
Total	743	8,845	68,447,010	250,794,810	—	—

Large Industrial Plants.

Kind of Manufactories	No. of Manufactories	No. of Workmen.	Value of Installation (drachmas).	Value of Products (drachmas).	Relative Position Installation.	Relative Position Products.
Textile	88	10,004	34,361,756	72,558,900	2	2
Alimentary	72	3,655	43,432,000	337,146,000	1	1
Cigarette	13	2,319	1,678,000	14,384,983	11	6
Machinery	28	2,003	15,073,405	20,828,800	4	5
Chemical	22	1,890	26,605,409	21,082,400	3	3
Building material	14	867	10,046,000	15,012,150	6	7
Leather	16	776	4,215,000	20,280,000	8	4
Paper and printing	12	767	4,115,320	4,019,000	9	9
Electric	4	532	14,857,328	2,190,000	5	10
Lumber	10	444	1,815,000	4,440,000	10	8
Clothing	2	232	1,150,000	1,300,000	12	12
Metallurgical	1	211	6,000,000	1,707,240	7	11
Total	282	23,700	163,349,218	514,949,473	—	—

LOCATION OF INDUSTRIES AND CAPITALIZATION.

The province of Greece which is most pronouncedly industrial is the Department of Attica which contains 47 per cent of the total number of workmen, 62 per cent of the total value of the plant installations, and gives 60 per cent of the total production. In this province are located both Piraeus and Athens, which together possess 120 "large" establishments, 112 of which belong entirely to Greeks, 5 to foreign interests, while 3 are operated under the joint control of Greeks and foreigners.

The table subjoined indicates the location of the various large establishments according to capital invested:—

	Over 100,000 Drs.	101-200 thousand Drs.	201-500 thousand Drs.	501-750 thousand Drs.	751-1 million Drs.	Over 1 million Drs.	Total.
Athens	18	12	9	8	1	7	55
Piraeus	6	9	15	9	8	23	70
Other provinces of Old Greece	27	23	31	4	4	11	100
Salonica	2	4	10	1	1	9	27
Other provinces of New Greece	11	5	9	1	2	2	30
Total	64	53	74	23	16	52	282

Of the 52 establishments whose invested capital is more than one million drachmas, there are 32 with a capitalization of between 1 and 2 million drachmas, 8 with a capitalization of between 2 and 3 million drachmas, 2 with a capitalization of between 3 and 4 million drachmas, 1 with a capitalization of between 4 and 5 million drachmas, and 9 with a capitalization of between 5 and 7 million drachmas.

MOTOR POWER.

The kind of driving power employed in the 2,313 establishments which constitute the industrial plants of Greece, may be stated to be as follows: 570 are operated by steam, 283 by petroleum, 383 by electricity, 308 by gas, and 326 by water-power. The remainder (or 443) are without any kind of motor force.

FOOD PRODUCTS AND DERIVATIVES.

Flour.—There are in the whole of Greece, according to the 1917 census, 539 flour mills employing 3,395 operators. The mill installations are valued at 40,488,900 drachmas, and the output at 380,674,160 drachmas. As has been intimated under the heading of agriculture, the native grain does not suffice to meet local requirements and imported grain to the extent of 197,631,218 okes (553,367,410 pounds), valued

at 55,280,392 drachmas, was imported in 1914. Milling has shown considerable progress and is in fact the oldest Greek industry. Several of the largest Greek flour mills are equipped with German machinery and Canadian manufacturers of this line should see if Canadian offers would not prove acceptable to millers contemplating renovation or extension of plant.

Olive and Other Oils.—Greece with its relatively extensive olive groves naturally finds itself in a favoured position for the carrying on of the olive oil industry. An average crop of olives yields 50,000 tons of oil, three-fifths of which is consumed locally, while the remaining 20,000 tons are exported principally to Italy, France, the United States and Russia. Greek olive oil, however, is often of an inferior quality owing to the rather primitive methods prevailing of gathering the fruit and of extracting the oil. The olives are not infrequently shaken from the trees by long poles, while many of the crushing mills are operated by animal traction. Moreover, sufficient caution is sometimes not taken to prevent fermentation and the oil itself is sometimes too fat and of too great a density. There are notwithstanding some well-equipped mills throughout the peninsula; and it may also be stated that Greece is beginning to produce some of the finer oils for table use. The best quality oil originates in the Ionian islands, and the chief ports of exportation are Corfu and Calamata in the Peloponnesus. The industry itself is centred in Corfu, Zante, Leucas, Cephalonia, and Paxos, while smaller quantities are produced in the Peloponnesus, Eubœa, and Magnesia. The third quality oils are used for lighting and lubricating purposes.

The only other oils produced in Greece and in very small quantities are oil of sesame in Eastern Macedonia, linseed oil at Eleusis, and cottonseed oil at the Piræus.

Altogether there are in Greece 251 olive oil-making establishments employing 2,303 labourers. The value of plant installation is estimated at 9,255,840 drachmas, and the annual yield of oil at 31,138,100 drachmas.

Canada took 2,558 gallons of olive oil from Greece in 1913, 2,217 gallons in 1914, 3,133 gallons in 1915, and 627 gallons in 1916. There were no exports in 1917 and 1918.

Wine, Spirits and Alcohols.—The Greek wine and alcohol industry has shown considerable progress during the last few years. The average production to-day equals 2,500,000 hectolitres of wine annually. There are altogether in Greece some 100 establishments manufacturing wines, spirits and alcohols with a plant installation valued at 24,098,820 drachmas, and whose total output is estimated at 105,982,300 drachmas per year. The industry gives employment to 1,258 workmen. The exportations annually of wines, alcohols and cognacs are valued at 14,800 drachmas, 1,500,000 drachmas, and 2,600,000 drachmas respectively. The wines in normal times going principally to France, Germany, England and Switzerland, alcohol to Turkey and the Balkans, and Greek cognac to Turkey, Egypt and the United States.

Reference was made in a previous part of this report to the "Société Privilegée pour favoriser la Production et le Commerce du Raisin de Corinthe," which was formed with the scope of maintaining the price of currants and of disposing of the surplus fruit. With the increasing yield of currants, however, it was found that stocks kept accumulating and the world's markets could not absorb this extra production. It was therefore deemed expedient in the year 1906 to organize a company which has become known as the "Société Hellenique de Vins et Spiritueux," to utilize in the country the surplus of the currant production collected annually by the privileged company, which surplus by convention with the Greek Government cannot be exported but has to be converted locally into other products. This Société Hellenique des Vins et Spiritueux is by stipulated arrangement obliged to use annually 70,000,000 pounds of currants which are manufactured into (*a*) alcohol for exportation, (*b*) methylated spirit for burning purposes, (*c*) jams, syrups, and grape sugar (glucose), and (*d*) wine. This company operate factories at Athens, Laurium, Calamata, Pyrgos, Patras and Eleusis and produce 60,000 litres of alcohol (95 per

cent) per annum, while the wine extracted varies from 300,000 to 800,000 hectolitres per year. Half of the capital or 50,000,000 drachmas in this company is held by the Société Privilegée. It may be stated that the wine and allied industries and particularly the Société Hellenique have done much to solve the currant problem of Greece, the commerce in which for many years was subjected to recurring difficulties and crises.

It is interesting to notice that the ordinary wine of Greece, partly to increase its keeping power and partly from an acquired taste, is impregnated with resin, which flavour is sometimes particularly strong and unpalatable to foreigners. This is particularly true of the Attica wines. In the wines of the Peloponnesus the resinous "bouquet" is much less strong. There are also produced, however, finer wines in Greece.

OTHER FOOD PRODUCTIONS.

Greece also possesses 5 breweries, 16 oil manufactories other than olive, 31 establishments for making alimentary pastes (e.g. macaroni), and 16 plants for producing preserved food products. The value of the installations, the number of workmen employed, and the annual production are shown hereunder:—

Manufactories.	Number.	Value of Installations Drs.	Workmen.	Production Drs.
Breweries	5	8,566,000	305	12,090,000
Ice factories	16	2,943,000	132	1,242,000
Establishments for alimentary pastes	31	3,927,000	566	12,440,000
Manufactories of preserved fruits	16	595,000	217	844,000

SPINNING AND WEAVING.

The yarn and textile industry is one of Greece's ranking manufactures, and embraces cotton, wool, silk, jute and hemp branches. It is estimated that the value of the joint production of all yarns and textiles amounts to 60,374,100 drachmas annually apportioned as follows: Cotton, giving 31,105,000 drachmas; wool, 18,785,000 drachmas; hemp and jute, 8,761,200 drachmas; and silk, 1,722,000 drachmas.

The cotton industry gives employment to 5,922 operators in the existing 41 spinning and weaving mills which are located chiefly in Syra, Piræus and in different parts of Macedonia. Some 8,164,000 okes (22,859,200 pounds) of cotton are annually used up producing 18,245,000 pics of cotton tissues (one pic=27 inches). In addition there is a considerable domestic production of cotton tissues and yarns woven and spun throughout the country. The products turned out in Greece are principally coarse white drills, oxfords, towels, socks, braid and a number of other goods for the most part used by the peasantry. The amount of higher grade tissues produced is relatively small.

Syra is the most important spinning and weaving district in Greece, while the mills of Piræus, Athens, Levoida, Volo, and Patras are also important. Macedonia specializes in spinning and the yarns spun are used on hand looms almost altogether. In 1915 Greece exported cotton yarns valued at 3,262,500 drachmas, and cotton tissues valued at 1,038,880 drachmas, almost all of which went to Serbia.

Wool.—The woollen industry centralized in Athens, Volo, and Macedonia includes 33 manufactories employing 1,494 hands and turning out 1,074,370 okes (3,008,236 pounds) of woollen yarns and tissues. Athens produces annually about 1,000,000 metres of cloth, and Volo 800,000 metres. Half of the wool produced in the Macedonia district before the war was spun and woven by the domestic industry into different kinds of native fabrics, e.g. coarse serges, blankets, carpets and stockings. The domestic industry of Naoussa alone produces approximately 200,000 metres of narrow serges which were sold normally in the Peloponnesus and Albania. Two machinery-equipped mills are also operated at Noussa weaving about 310,000 metres of coarse

narrow cloth. Salonica has two mills and produces about 200,000 metres of cloth per year. About 25,000 kilogrammes of woollen braid are also manufactured at Salonica every year. Flannel vest factories are also operated at Athens and Patras turning out 80,000 and 18,000 vests respectively. During the last war a number of woollen mills were engaged in turning out khaki cloth for the army.

Silk.—The most recent statistics for the silk industry of Greece show that there are 12 manufactories with 559 operators, producing some 107,400 okes (300,720 pounds) of silk yarn and 163,200 pics of tissues. The annual output of the industry is valued at 2,000,000 drachmas. Athens, Calamata, Sparta and Piræus are the centres of the silk spinning and weaving.

Jute and Hemp.—Greece has five factories employing 921 operators for the spinning and weaving of hemp and jute, all of which is exported. The centres of production are Piræus, Salonica, and Corfu. These plants consume 4,005,500 okes (10,215,400 pounds), of raw material and turn out about 2,891,900 okes (8,097,320 pounds), of string and cordage and about 3,000,000 pics of canvas for the weaving of sacs.

SOUTH AFRICA'S IMPORTS.

TRADE COMMISSIONER W. J. EGAN.

VIII.

In this week's instalment of the comprehensive analysis of the imports of the Union of South Africa, which has been appearing in the *Weekly Bulletin* from week to week, Mr. Egan continues his report on lines kindred to hardware and the building trade, the first part of which was published in our last number.

Plate Glass.

	Value 1913 $	Value 1919 $	Decrease or Increase. $
Trade for Union	179,325	265,200	+ 86,550
Canada	.....	.....	.....
United States	10	126,100	+ 126,090
United Kingdom	118,300	129,150	+ 11,150
Belgium	57,100	9,980	— 47,120
Germany	3,525	.....	— 3,525
Japan	.....	585	+ 585

The only shipments of plate glass from Canada were in 1916 to the value of $2,850, and 1918 to the value of $530.

Window Glass.

	Value 1913 $	Value 1919 $	Decrease or Increase. $
Total for Union	132,600	380,300	+ 247,700
Canada	.....	20,250	+ 20,250
United States	140	21,510	+ 21,370
United Kingdom	48,875	134,100	+ 85,225
Belgium	76,500	.....	— 76,500
Germany	7,600	.....	— 7,600
Japan	.....	21,500	+ 21,500

The shipments from Canada last year of window glass have brought many inquiries for possibility of regular supply, but unfortunately the manufacturers are not now shipping overseas. The dealers and builders here claim that the Canadian window glass is a much superior article to any ever handled, and I believe that at a higher price than say that of Belgium or the United Kingdom, a fair amount would be purchased by a certain class of the trade who are prepared to carry on a missionary work for the use of a better class article.

Glass Bottles and Jars (Empty.)

	Value 1913. $	Value 1919 $	Decrease or Increase. $
Total for Union	689,500	718,200	+ 28,700
Canada	700	1,035	+ 335
United States	37,000	100,150	+ 63,150
United Kingdom	278,000	319,700	+ 41,700
Germany	162,000	112	— 161,888
Sweden	96,000	123,240	+ 27,240
Belgium	80,000	.....	— 80,000
France	10,900	5,250	— 5,650
Holland	9,700	7,100	— 2,600
Japan	.....	145,800	+ 145,800
Australia	.....	2,210	+ 2,210

Although very rapid development has recently taken place in South Africa in the output of bottles, the demand is as big as ever for supply and overseas shipments are more plentiful. The imports for the first three months of this year were to a value of $360,600, as compared with $175,500 for the first quarter of 1919.

Many and repeated South African inquiries are made for supply from Canada, but no matter in what direction our efforts are made, there would seem to be no possible chance for development of a real export endeavour which would assure a continuity of supply in fair quantities. The packing on the small quantities that do come from Canada are a little too frail.

During last year there was a very thorough reorganization of a bottle-manufacturing plant located at Hatherley in the Transvaal, about 12 miles east of Pretoria, and as a result it is shown that there is no doubt about glass being manufactured on a commercial basis. This one factory is now producing various sizes and shapes of bottles at the rate of over 500 dozen per day.

In glassware, not bottles or jars, the average annual import is about $285,000. Pre-war a little more than one-third of the total was from Germany, and in value of import the other countries were the United Kingdom, Belgium, Austria-Hungary and the United States, whose annual trade averaged at about $8,500. Since the war Holland's trade has increased from an annual average of less than a thousand dollars to more than $30,000, last year's trade from Holland being to a value of $44,000. Japan has made big headway under this item, her trade for the past four years averages annually about $70,000. The United States trade increased during the war, the value of import from that country last year was $49,325.

Brushware.

	Value 1913. $	Value 1919 $	Decrease or Increase. $
Total for the Union	310,000	406,200	+ 96,200
Canada	3,100	18,775	+ 15,675
United States	11,600	27,830	+ 16,230
United Kingdom	210,000	265,000	+ 55,000
Germany	41,000	15	— 40,985
Austria-Hungary	12,000	.....	— 12,000
France	10,200	3,160	— 7,404
Belgium	4,000	25	— 4,075
Japan	3,000	87,450	+ 84,450

Canada's increase in this line is due to representation and as there are now several Canadian companies represented, there should be a further marked increase of exports from Canada of paint, clothes, shaving and scrubbing brushes.

Japan's trade in 1918 was to a value of $130,200, and the two previous years it averaged annually $55,000. The import of shaving brushes is now prohibited from Japan.

As the South African brush and broom industry has developed more along the line of brooms and household brushware, it will be of interest to Canadian manufacturers to have a short review of the industry in South Africa.

Brush and Broom Factories in South Africa.

There are seven factories within the Union who in the year 1915 operated with 389 employees; these increased to 722 in the year 1918. The value of articles manufactured increased from $260,000 in 1915 to $422,000 in 1918. In the latter year they made 18,089 dozen bass brooms valued at $117,500, hair brooms 18,401 dozen, valued at $106,200, carpet brooms 20,697 dozen, at $101,425, banister brushes, 6,692 dozen, valued at $30,225. Other brushes and brooms 15,269 dozen, valued at $57,350, and other articles manufactured at a value of about $10,500.

The value of imported goods used in the total manufacture was $210,100, and the balance of South African origin was $52,300. The value of broom heads and handles imported was $14,320.

BRUSH-MAKING MATERIAL—BRISTLES, GRASSES, ETC.

The principal imports under this heading are from the Argentine Republic, Algeria, China, Japan, Brazil, the United Kingdom and the United States. The total imports averaged annually pre-war $22,500. For the years 1915, 1916 and 1917 the total imports averaged $53,000, and in 1918 the value was $151,800, of which $81,200 came from the Argentine Republic.

CORN FIBRE.

An average of 30,000 cwts. of corn fibre are imported each year. The principal countries of origin are Ceylon and India.

HORSE HAIR.

The average quantity imported of horse hair is 55,000 pounds. In the past two years the Argentine Republic has shipped the greater quantity. The United Kingdom is usually the best source of supply. China, Russia and Brazil also ship to South Africa. The United States figures to some extent each year, and Canada has shipped two small lots, one in 1913 and again in 1916.

BASKETWARE.

Pre-war the average annual value of import was $60,000; since the war the average annual value has dropped to about $30,000. The principal countries of supply are the United Kingdom, Japan, Madeira, Hong Kong and China.

Binder Twine.

	Value 1913 $	Value 1919 $	Decrease or Increase. $
Total for Union	95,000	121,800	+ 26,800
Canada	60,000	325	— 59,675
United States	26,000	3,260	— 22,740
United Kingdom	6,500	185	— 6,315
Australia	.....	116,400	+ 116,400

The market for binder twine is very much upset owing to large importations in 1918, when the total value of import was $780,400, of which $667,500 came from Australia.

The high prices paid and the large quantities imported for speculation purposes by people who knew nothing about the actual requirements, added to the purchases by the regular dealers, had a bad effect.

There has been a little import again lately, some $19,000 were imported in the first three months of this year.

It will be a year at least before normal requirements will be under way of purchase.

Twine (Not Binder or Harvest Yarn).

The average annual import of store twine is $125,000, and the United Kingdom holds the bulk of this trade. During the war both India and the United States shipped in good quantity, holding up the average figures of import. Japan also came in on this entry during the war but to an annual average of about $2,400 only.

Cordage and Rope.

	Quantity 1913 Cwts.	Quantity 1919 Cwts.	Decrease or Increase	Value 1918 $	Value 1919 $	Decrease or Increase
Total for Union	25,442	26,376	+ 934	264,000	523,000	+259,000
Canada	....	....	....	....	....	—
United States	516	1,043	+ 527	8,000	45,625	+ 37,625
United Kingdom	20,394	5,226	—15,168	205,000	157,850	—47,150
Norway	2,844	140	— 2,704	40,000	11,950	— 28,050
Australia	....	18,667	+18,667	....	289,850	+289,850
India	....	1,012	+ 1,012	....	15,125	+ 15,125
Total for Union	25,442	26,376	+934	264,000	523,000	+259,000

During the war other countries shipping were New Zealand, Hong Kong and Japan.

Canada shipped in 1916, only, a total of 168 cwts., valued at $2,500. Australia's increase is since 1915, when the imports from that country were 25 cwts.; this jumped in the following years as follows: 3,706 cwts., 5,514 cwts., 5,628 cwts. for 1918.

Seaming Twine.

A new entry in the Customs statistics was made under the above heading in 1918. Previous to this, this class of import was included under articles of merchandise, n.o.d.

The total value in 1918 was $298,100; last year's total decreased to $146,300. India ships the greater quantity, followed by the United Kingdom. In small quantities there are imports from the United States, Japan and Australia.

Asbestos Manufactures.

	Value 1913 $	Value 1919 $	Decrease or Increase $
Total for the Union	42,000	120,625	+ 78,625
Canada	.....	4,975	+ 4,975
United States	5,500	3,050	— 2,450
United Kingdom	18,500	104,450	+ 85,950
Belgium	8,900	1,530	— 7,370
Germany	6,050	.....	— 6,050
Holland	1,000	6,375	+ 5,375

During the war there were imports from Switzerland, Italy and Sweden. The figures of value for last year are away ahead of any previous year since 1910. The great bulk of this import from the United Kingdom is for building purposes.

Plaster of Paris.

In 1912 and 1913, the annual quantity imported was over 2,000,000 pounds, valued at $7,550. Germany shipped an average of 1,650,000 pounds, the United Kingdom 350,000 pounds, and the United States 130,000 pounds.

Canada's first shipment was in 1916, when a total of 76,800 pounds was shipped; this increased to 94,500 pounds in 1917. There was none shipped from Canada in 1918, and 103,500 pounds last year. The 1919 total was only 381,696 pounds, valued at $6,680. The other countries shipping last year were the United States and the United Kingdom.

Felt—Roofing and Other.

Before the war all felts were under the one entry. Last year a separate entry was made for roofing felts and other substitutes. The annual average of imports pre-war was to a value of about $70,000. Last year the imports of roofing felts and other substitutes was to a value of $186,800. Canada shipped $8,425, the United States $123,635, the United Kingdom $48,450, and Holland $6,310. The value of felt roofing for South Africa has been clearly demonstrated and the quantity of import should increase considerably.

Tar and Substitutes.

(Not Asphalt, Bitumen, Creosote or Pitch.)

Tar is used in quantity by the several cities in a mixture for top dressing on many of the streets. The average annual quantity imported is 9,500,000 pounds since 1910. Before the war, the United Kingdom supplied about 80 per cent of the total, Germany came next averaging about 17½ per cent, Sweden an average of 95,000 pounds annually, and occasionally very small quantities from Canada and the United States.

Since the war year the United Kingdom has held the bulk of the trade with good supplies coming from Mexico. The Argentine Republic shipped 227,520 pounds in 1918.

Cement (Building Purposes).

	Quantity 1913 Lbs.	Quantity 1919 Lbs.	Decrease or Increase.	Value 1913 $	Value 1919 $	Decrease or Increase.
Total for Union	177,476,499	8,209,534	—169,263,965	612,350	86,575	— 52,775
Canada	.....	4,552,000	+ 4,552,000	....	41,660	+ 41,660
United States	68,000	18,740	— 50,260	360	380	+ 20
United Kingdom	130,659,144	3,236,400	—127,422,744	464,000	38,900	— 425,000
Belgium	23,931,224	.....	— 23,931,924	76,525	....	— 76,525
Denmark	9,518,151	.....	— 9,518,151	28,265	....	— 28,265
Germany	7,387,200	.....	— 7,387,200	24,500	....	— 24,500
Sweden	5,609,200	.....	— 5,609,200	17,025	....	— 17,025
Australia	.....	400,000	+ 400,000	....	5,425	+ 5,425

The vast difference in supply of cement from overseas is due to development of cement industries in South Africa, but the demand up north is so big that there is a good trade in sight on the imported article in the coast cities for about two years to come, without real competition from local industries.

There is every prospect that cement will be manufactured in quantity near the Coast cities within the next two years.

The Canadian cement which came on this market last year has established a great reputation for quality which should be of great value in holding a share of the trade when the supply is more plentiful in South Africa.

The import for the first three months of this year is 13,366,800 pounds, of which a big share is from Canada.

JAPANESE PACKING FOR EGYPT.

(*British Board of Trade Journal.*)

The Secretary-General of the Egyptian Postal Administration is of opinion that Japanese methods of packing and addressing parcels for Egypt are superior to those of any other consigning country. All goods except materials like leather are packed in wooden boxes, and are as carefully packed as if the contents of the parcel were a fragile toy, while the address is always stencilled. Goods such as leather are packed in an inner covering of canvas.

COMMERCIAL NOTES FROM NORWAY AND DENMARK.

Norway's Foreign Trade during 1918.

Christiania, Norway, July, 1920.—The Statistical Central Office (an official institution) has just published a statistical year-book for the year 1919.

As the figures are given in Norwegian kroner it is necessary to notice that a comparison with previous years must be made in consideration of the reduced value of money.

Before the war Germany had the leading place in Norway's foreign trade. During 1911, 1912 and 1913 the foreign trade with this country amounted to 26·20, 26·08 and 26·02 respectively of the total foreign trade. The United Kingdom stood as a good second with 26·15, 26·07 and 24·57 per cent respectively. In 1917 the conditions had changed in such a way that the United Kingdom had 29·87 per cent of the foreign trade and Germany only 12·50 per cent. Norway's exports to Germany in 1913 totalled kr. 89,800,000, and in 1918 the exports had decreased to kr. 85,200,000. The imports during the same years show a decrease from kr. 176,100,000 to kr. 137,700,000.

The value of the trade with United Kingdom shows a great increase. It may, however, be doubted if there is any quantitative increase, but in any case the exports have increased. During 1913 Norway's exports to Great Britain and Ireland had a total value of kr. 104,200,000 as compared with kr. 311,300,000 during 1918. In the same years the imports have increased from kr. 146,200,000 to kr. 362,700,000.

The inter-Scandinavian trade has increased very considerably. The statistics show the most unmistakable results of the inflation caused by the World War. The trade has increased in value as well as quantities. The figures below show the development in the years 1913-18:—

	Denmark.		Sweden.	
	Imports.	Exports.	Imports.	Exports.
	Million kroner.		Million kroner.	
1913	23.21	9.2	46.3	26.7
1914	29.40	18.4	46.9	34.7
1915	33.40	30.3	75.2	67.5
1916	69.10	40.5	132.4	68.3
1917	104.50	19.8	162.3	55.9
1918	129.10	42.8	221.2	96.9

The trade with the United States has also developed remarkably. During 1913 Norway imported goods for kr. 39,200,000 from the United States. In 1917 the imports culminated with kr. 551,400,000, but in the course of this year (after the entrance of the United States into the war) the imports the following year decreased to kr. 199,700,000. This means quantitatively a great increase since 1913. The exports from Norway to the United States, however, were decreasing. Notwithstanding the higher prices, the exports in 1918 totalled only kr. 7,000,000 as compared with kr. 22,400,000 in 1917 and kr. 34,300,000 in 1913.

The exports to France have increased considerably, from kr. 15,100,000 in 1913 to kr. 81,600,000 in 1917 and kr. 112,800,000 in 1918. The imports, however, show a quantititive decrease. The value in the years mentioned totalled kr. 11,700,000 kr. 31,000,000 and kr. 14,200,000 respectively.

The remarkable increase in the imports from South America is of especial interest. In 1913 the imports totalled kr. 10,400,000, and in 1917 the imports amounted to kr. 54,100. In 1918 the imports again decreased to kr. 45,200,000.

The total exports and imports of Norway during the last ten years are shown below:—

	Imports.	Exports.	Excess of Imports.
	Million kroner.		Million kroner.
1909	365.7	243.4	122.3
1910	402.1	282.6	119.5
1911	468.7	298.4	170.3
1912	525.7	335.7	190.1
1913	552.3	392.6	159.7
1914	567.3	410.0	157.3
1915	868.0	676.8	191.2
1916	1,353.7	988.3	365.3
1917	1,661.3	791.4	869.9
1918	1,252.6	756.2	496.4

Exports and Imports of Norway, May, 1920.

The trade paper *Farmand* gives the following statistics of imports for the articles mentioned below:—

	1920.	1919.	1913.
	Metric tons.	Metric tons.	Metric tons.
Meat, unsmoked, in carcases	899	229	262
Meat, unsmoked, otherwise	505	653	77
Pork, otherwise	40	246	55
Cheese	169	273	30
Butter	486	405	8
Barley	643	....	2,161
Wheat	1	2,705	1,581
Rye	10,422	9,480	7,896
Rye flour	1,866	319	1,498
Wheat flour	8,457	5,176	4,362

The coal import still shows very unsatisfactory figures. Of goods of importance for the wood-working industry on the contrary considerable quantities have been imported.

	1920	1919	1913
Coals ..1,000 tons	128	135	180
Cinders and cokes ..1,000 tons	20	10	67
Common salt ..1,000 tons	4	6	39
Glauber's salt ..tons	2,152	.....	813
Calcined soda ..tons	6,482	1,300	963

The supply of metals has been large, but still the imports of raw iron are less than normal.

	1920	1919	1913
	Metric tons.	Metric tons.	Metric tons.
Pig-iron	1,229	737	3,044
Steel	66	71	297
Iron in bars and bolts and band iron	7,066	1,591	3,910
Iron plate	6,549	2,483	3,624

The exports in most cases show a considerable increase as compared with those for the month of May last year, and partly they are exceeding the normal figures.

The fish export numerically is very good. However, there must still be remarked that considerable quantities are sold at credit and thus do not influence the balance of payment. Still the stock-fish is said to have found markets capable of prompt payment. Of this article 6,500,000 kilogrammes have been exported compared with 3,400,000 kilogrammes during the same period last year. In 1913 19,300,000 kilogrammes were exported, and consequently the exports still are far from normal.

	1920	1919	1913
	Metric tons.	Metric tons.	Metric tons.
Herrings, fresh	3,060	.....	4,169
Klip fish	2,766	561	5,685
Herrings, salt	21,660	14,921	53,000 hl.
Smoked brisling	84	125	815
Herring grits, etc.	834	.....	815

The wood export in the month of May was normal. During the first four months of the year the exports amounted to 411,500 cubic metres (=420 feet board measure), as compared with 1919, 357,200; 1918, 279,900; 1913, 508,800; and 1912, 519,100 cubic metres. It is to be noticed that the home consumption is larger than before the war.

	1920	1919	1913
		1,000 cubic metres.	
Raw wood	21	51	18
Sawn or planed wood	73	74	73

The paper export during May was normal.

	1920 Metric tons.	1919 Metric tons.	1913 Metric tons.
Printing paper	7,228	3,614	8,392
Packing paper	6,121	2,566	6,808
Wooden cardboard	609	386	316
Wood-pulp, dry	595	623	904
Wood-pulp, wet	31,357	52,244	35,608
Chemical pulp, dry	18,008	7,229	16,997

Wood Trade.

The market for floorings remains quiet, trade being still under the influence of the summer season slackness. Shippers are, however, anticipating within a short time demand for autumn delivery.

Pulp and Paper.

The markets for wood-pulp and cellulose are firm and, considering the general slackness of the season, the demand must be described as rather lively.

As far as paper is concerned, the great demand recently from the United States has quite naturally attracted attention among those concerned in the trade. It seems that the American importers who are eagerly in the market for news reels are willing to pay the current f.o.b. prices here notwithstanding the heavy American import duty of 12½ per cent, which is, however, to a certain extent counterbalanced by the high dollar rate.

Fish and Oil Trade.

The fat herring fishery in North Norway and the Trondhjem districts up to July 24 shows an aggregate quantity of 56,988 crans against 30,844 crans at the corresponding date last year. The mackerel fishery has been very satisfactory on the west coast as far up as Bergen; on the other hand the bank fishery off Aalesund was suspended through the whole of last week owing to the boisterous weather.

The Situation of the Danish Fishing Industry.

The Danish fisheries have reached a crisis more critical than that which confronts some other industries, writes *Finanstidende*. The fishermen are threatened with starvation and only charitable gifts from the Government can save them from ruin.

The reason for this is that the fishermen have bought trawlers and motor boats that are far too expensive to keep running under present conditions, when the buying capacity of foreign countries is exhausted. It is impossible to see any other way out of this distress. The countries that are able to buy have sufficient fisheries themselves or are too distant from the Danish coast, or the fish does not meet their tastes. The consequence is that fishermen in many cases are compelled to throw the catch into the ocean again or to give up fishing.

The Freight Market.

Quotations from East Norway have declined decidedly, kulskarp, mining timber and props Skiensfjord being fixed at $24 (Norwegian kr. 90); props only being quoted at $18.50 to $21.5 (N. kr. 70 to 80) from East Norway. Market as a whole rather dull.

The Baltic market seems not yet to have reached the bottom. Among the quotations may be mentioned:—

Any size, ½ ports Finland E.C.E.P. short props or pulpwood, 105s. to 110s. with 5s. extra Bristol Channel.

About 1,500 standards, ½ Wiborgs-Alexandria, $58.67 (kr. 220), per standard, ordinary Alexandria conditions.

About 800 standards, 1 Sundsvall, 3 Skellefteo, 2 Bilbao, db. 40 per cent boards, 180s. full freight on deck.

The time charter market is rather dull, and the coal situation in the States is fraught with difficulties.

Mercantile Fleets of Norway and Denmark.

Norway's mercantile fleet, according to the statistics issued by *Norske Veritas*, has had a net increase of 59 vessels and about 180,000 tons. The gross increase was 101 vessels of a total of 219,000 tons, of which about 20,000 tons were built in Norway.

Denmark's mercantile fleet has had a net increase of 21 vessels of a total of 28,000 tons. The gross increase has been 41 vessels and 39,000 tons, of which 21,000 tons were constructed in Denmark.

Under construction Norway on July 1 has a total of 196 vessels, aggregating 231,000 register tons. Of these 148 vessels, about 199,000 tons is represented in steamers.

Denmark had 176 vessels, totalling 351,000 tons under construction, of which 103 were steamers (about 184,000 tons).

Two New Docks.

The dry dock at Akers Mekaniske Verksted, Christiania, the building of which was commenced in 1915, is now completed. The dock has the following dimensions: 570 by 86 by 23 feet over the blocks at normal height of water. The dock is the largest in Norway and can receive our largest steamers. It is therefore no longer necessary to have Norwegian vessels repaired at foreign shipyards.

Trondhjems Mekaniske Verksted, Trondhjem, has now a floating dock of 10,000 tons capacity. This is the largest floating dock hitherto in use here.

Norwegian Shipbuilding Contracts in England.

The question of the Norwegian new building contracts in England having been very much discussed recently in shipping circles in this country in connection with the question of the low exchange value of the Norwegian kroner, the Norwegian Shipowners' Association has issued a circular to its members in order to ascertain the real state of affairs.

Replies have now been received from 66 shipping firms holding 115 contracts for about 663,000 tons. It is estimated that the total amount to be covered on these contracts is £15,260,000. The owners are of opinion that they will be able to cover through their present cash as well as by freight remittances and from other sources an amount so substantial (£6,400,000) that they will only have to buy £8,860,000 in the course of the three years' period 1920-1922. The latter amount will be apportioned in the following way over the period: 1920, £4,200,000; 1921, £2,840,000; 1922, £1,820,000.

Although the replies received do not embrace all the Norwegian shipping firms holding such contracts, the Shipowners' Association are of the opinion that the majority have responded to the call, and that as a consequence the details stated give a fairly true picture of the actual situation.

INVOICE REQUIREMENTS AND CONSULAR REGULATIONS OF OTHER COUNTRIES.

Chile.

The following information respecting invoices and consular certificates for export of goods to Chile is supplied by Maximo Patricio Morris, Vancouver, B.C., Consul General of Chile:—

Invoices can be made out on the ordinary forms of the exporters, showing the names of the consignor and shipper, the name of the consignee and port of destination; the name of the ship in which the goods are shipped, marks, numbers, quantity, kind and contents of packages; gross and net weight of the goods; price of each class of goods enumerated in the invoice; name of the country of origin of the goods.

Four copies of invoice should be submitted to the Chilian Consul for certification. The consular fee for certification is $3 for the first $200, and ¾ per cent additional for any amount above $200. Invoices submitted to the Customs in Chile which are not certified are subject to a fine of three times the amount of the consular fees.

Special certificates showing origin of goods are not necessary.

Bills of lading must also be submitted to the Consul for certification. The fee is 75 cents for each copy.

The marks and numbers of the packages must be annotated in the invoice.

Invoices of parcels sent by post of a value of less than £5 do not require consular certification.

Venezuela.

T. Ifor Rees, British Vice-Consul, Caracas, Venezuela, furnishes the following translation of portions of the Venezuelan customs law dealing with invoicing and marking of goods for shipment to Venezuela:—

Art. 56. Shippers in foreign ports of merchandise destined for Venezuela must furnish the Venezuelan Consul or his representative with an invoice in triplicate, drawn up in Spanish and duly signed, in which the shipper under oath sets forth:

Names respectively of shipper, consignee, port of shipment, date of shipment, Venezuelan port of destination, class, nationality and name of vessel.

The marks and numbers on each package, nature of package and contents thereof, gross weight in kilos, stated in letters as well as in ciphers, value in gold at port of shipment, stated in the money of that country. The total number of packages, their total weight and their total value, shall be stated in ciphers at the foot of their respective columns.

In the declaration of the contents of each bale or package, each kind of merchandise shall be described in the exact wording of the description as given in the tariff law, or, when the merchandise is not expressly specified, in the wording of the customs classification corresponding thereto; in which case the shipper may add to the declaration any explanatory statement which he may deem useful. The employment of any kind of abbreviations, idems, etc., in the text of the invoice is not allowed. Any corrections of words or ciphers, any words or ciphers inserted between lines, or any words or ciphers scratched out, should be confirmed at the foot of the document before the signature of the shipper. Blank spaces in the text of the invoice are not permitted. When shipment is to be effected of goods not included in any of the classifications of the Tariff Law, shippers must state this fact in the invoice and describe the merchandise as clearly as possible, stating the material or materials of which the goods are manufactured, and the use they are destined for.

Packages of the same nature, size, shape, weight and content may have the same marks and numbers and be included in the same entry. Except in the foregoing case, two or more packages bearing the same marks and numbers must not be included in

the same invoice. In the same entry also may be included, with different numbers, various packages identical in content, although differing in weight and shape. In this case the weight of each package must be specified in the text of the declaration itself and the total weight stated in the corresponding column. When a package contains merchandise of different tariff classifications, the net weight of the merchandise of each class and the tare must be declared. If this is not done, the entire contents of the bale, for the purposes of tariff classification, shall be adjudged to belong to the same class as the merchandise of highest tariff classification therein.

Art. 147. Within four working days, reckoned from the time in which the vessel was allowed alongside, each importer must present at the Customs House a manifest in duplicate accompanied by a copy of the certified consular invoice corresponding to the goods imported, and a copy of the respective bill of lading.

Art. 154. The Custom House shall compare the invoice and the bill of lading presented by the importer with the copies of these documents received direct from the consular officer and from the master of the ship, and shall verify the conformity of the former with the latter, stating the result at the foot of each manifest.

Colombia.

Mr. Ovidio Frechette, Consul-General of Colombia, Quebec, furnishes the following information with respect to export documents required for the shipment of goods to Colombia:—

The exporter should make out, in Spanish, five copies of a consular invoice. Four of these are to be taken to the Colombian Consul who will return, to the exporter, one copy to be sent by him to the consignee. This copy will be presented to the Colombian Customs and it is important that the consignee should have an office at the port of entry. The fifth copy must be taken by the exporter to the steamship company on the day before the sailing of the vessel.

All copies of the consular invoice must be signed by the shipper or his representative, dated, and must contain the following declaration:

"Bajo juramento declaramos que los frecios anotados en este documenti son los mismos que cargamos al interesado en la factura commercial: Y que los pesos de los bultos estan dados correctamente."

Which translated from the Spanish means:

"We make oath and declare that the prices stated in this document are the same as charged to the customers of the commercial invoice and that the weights of the packages are given correctly."

Consular invoices must also show the names of the shipper and the consignee, owner of the goods, name of vessel, marks and numbers on packages, the number and kind of packages and contents of each, net and gross weight, values per package and total value of the shipment.

No consular invoice is signed by the consignee before these requirements are complied with and the declaration duly signed.

Consular fees are according to the class of goods and are based on the value of the invoice as declared by the shipper. The first class is free. It comprises school books and school supplies, plants, live animals, agricultural seeds, serum and medicinal vaccine, gold coin and gold bars of not less than 0.9000 fine. The rate of the second class is one per cent. It comprises machinery, certain articles for industrial purposes, agricultural implements, fertilizers, sulphuric acid, sulphur, mining supplies, buildings of iron and wood, rough timber, roofing materials, barbed wire and staples, piping of iron, steel, sisal and hemp rope, metal cables, wire cloth, wire for electrical conductors, metals in sheet, bars and pigs, pumps of all kinds, salts of soda for the treatment of metals. The rate of the third class is 3 per cent. It comprises all goods not mentioned in the first or second class.

The exporter must also furnish five bills of lading. Two or more, when signed by the steamship agent, are returned to him. One of these should accompany the

consular invoice, sent to the consignee. Each bill of lading must contain names of shipper and consignee, port of entry, name of steamer, numbers and marks of packages, number of packages, net and gross weight in kilogrammes, and total value of the shipment.

The declared value of goods must be accurate and figured as f.o.b. steamer. The Customs authorities of Colombia have the right to take for the use of the Government any shipment of merchandise at the value declared by the shipper. This right is exercised in cases of under valuation.

No "to order" shipments are allowed in Colombia.

Parcels by post when of importance must be followed by a certified consular invoice.

Paraguay.

The Consulate of the Republic of Paraguay, Montreal, furnishes the following information respecting shipping documents required for exporting goods to Paraguay:—

The Customs authorities of the Republic of Paraguay call for invoices, but there are no official or special forms. The merchants own invoice is always accepted.

The name of the consignee is to be stated on invoices. Contents of each case should be given with weights, net and gross, marks, numbers, values, etc., accompanied by a declaration like the following: "We (or I) declare the above particulars to be true and correct to the best of our (or my) knowledge and belief." The document should be signed by a principal, director or secretary, if authorized, but never by a clerk or agent. Three copies of the invoice should be presented to the Paraguayan Consul for his legalization. One copy is returned by the Consul to the merchant. The Consul sends the second copy to the director of the Custom House of Asuncion and keeps the third copy, for reference.

Invoices, bills of lading, parcel receipt, power of attorney, and any other documents have to be legalized by the Paraguayan Consul. When goods are shipped on a through bill of lading a manifest is required. There are no representatives of the Republic in Canada but Consuls. If invoices and bills are not legalized by the Consuls, there may be trouble and penalties in Paraguay.

Certificates of origin are not called for, but it is recommended that the origin of goods be stated on invoices.

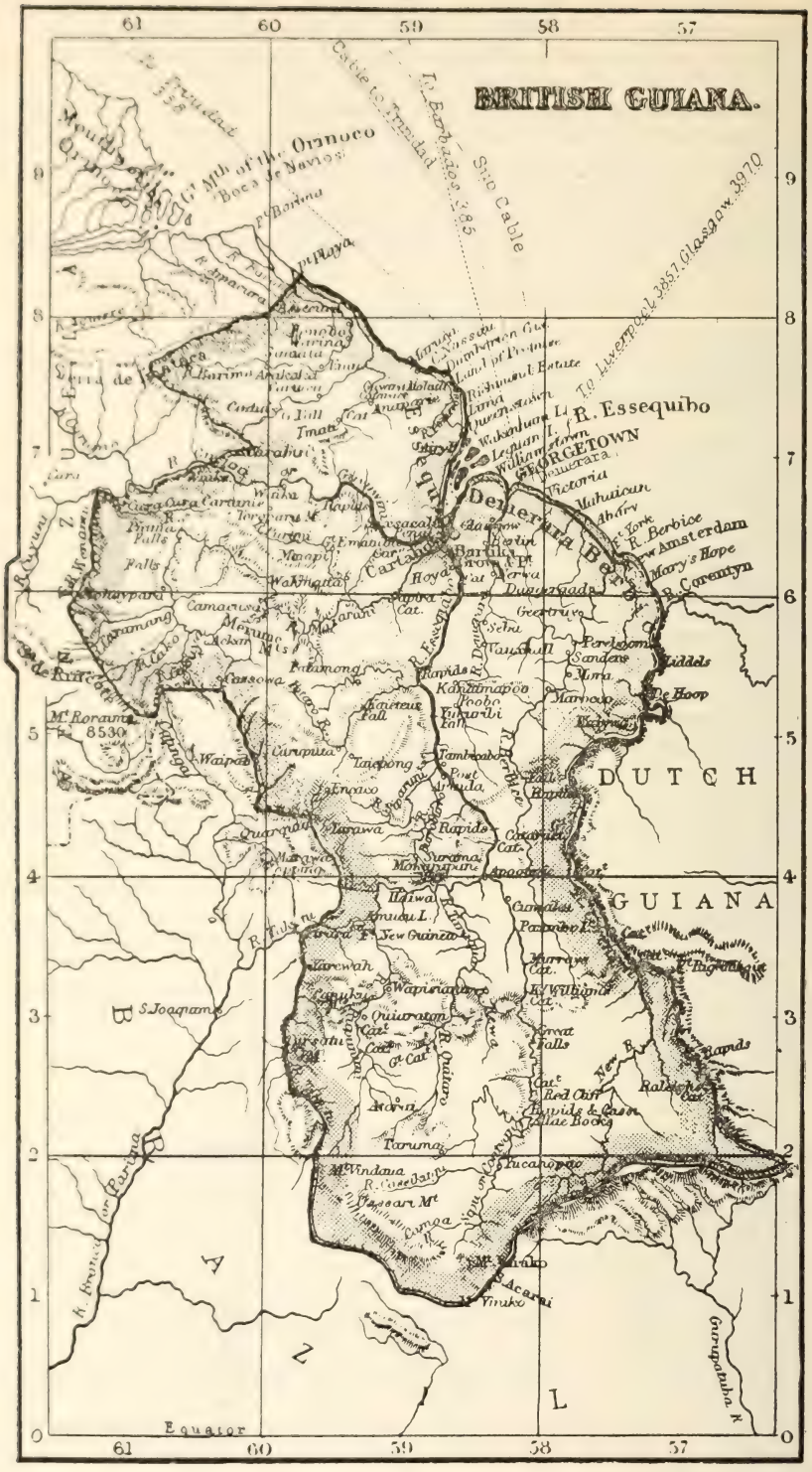
Bills of lading should show weights, numbers, marks of each case or package, and total value. They should be presented together with invoices to the Consul for legalization. There should be a stamped set of bills and two copies thereof. The stamped set is legalized by the Consul and returned to the merchant. The Consul retains the unstamped bills.

All merchandise should be marked "In transit for Paraguay."

ELECTRIC LIGHT WIRING FOR AUSTRALIA.

Attention is drawn in the Annual Report of the Electrical Traders' and Contractors' Association of Victoria to a regulation which, previously postponed, came into force on 1st April, 1920. As a result of representations made to the Customs Department (in which H.M. Senior Trade Commissioner in Australia was active), it is now necessary that all rubber-covered electric light wire shall be branded on the tape with the maker's name and the grade claimed for the wire.

No wire which is not so branded will be permitted into the Commonwealth; and further, the guaranteed insulation resistance of wire bearing the new branding on the tape must in all respects comply with the guaranteed insulation resistance as set out by the Institute of Electrical Engineers, which has been adopted as the recognized standard for Australia.


BRITISH GUIANA.
DUTCH GUIANA
VENEZUELA
BRAZIL
Cable to Trinidad
To Barbados 385
To Liverpool 3857 Glasgow 3970
Ship Cable
R. Essequibo
GEORGETOWN
Demerara R.
R. Berbice
New Amsterdam
Mary's Hope
R. Corentyn
Mt Roraima 8530
Mt Duida
Mt Marahuaca
Mt Yaua
Mt Parima
Mt Yuruani
Mt Wokomung
Mt Kukenam
Mt Maigualida
Mt Urutani
Mt Duida
Mt Yapacana
Mt Huachamacari
Mt Cuao
Mt Autana
Mt Camani
Mt Vindava
Mt Tucuquere
Mt Aracamuni
Mt Duida
Mt Marahuaca
Mt Yaua
Mt Parima
Mt Yuruani
Mt Wokomung
Mt Kukenam
Mt Maigualida
Mt Urutani
Mt Duida
Mt Yapacana
Mt Huachamacari
Mt Cuao
Mt Autana
Mt Camani
Mt Vindava
Mt Tucuquere
Mt Aracamuni
Equator
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CANADA AND THE BRITISH WEST INDIES.

By Watson Griffin.

VIII.

British Guiana.

British Guiana is bounded on the northwest by Venezuela, on the east by Dutch Guiana and on the south and southwest by Brazil. Its most southern point almost touches the equator, being 0″ 41′ at the source of the Essequibo river on the border of Brazil, while at Punta Playa, its most northern limit, it reaches 8° 33′ 22″ north latitude. British Guiana looks small on the map in comparison with the vast territory of Brazil, but its area is a little larger than that of Great Britain, being 90,277 square miles, while England, Scotland and Wales together have an area of 88,120 square miles. It has a seaboard of 270 miles, extending from Punta Playa, near the eastern mouth of the river Orinoco, to the mouth of the river Courantyne, which forms the boundary between the British colony and Dutch Guiana. From the ocean southward it varies in depth from about 540 miles at the west to about 300 miles at the east.

THE LOWLANDS AND THE HIGHLANDS.

Looked at from any point on its 270 miles of seaboard British Guiana presents the appearance of a low-lying flat country as far as eye can reach. This plain varies in width from ten to forty miles, widening toward the east, and many parts of it have much the same appearance as the prairies of Western Canada. What Canadians call a prairie is known in British Guiana as a savannah, and there are many small savannahs in the colony both in the lowlands near the coast and in the highlands of the interior.

To the south of the flat coastlands extending along their full length is a broader belt having an elevation of about 50 feet above sea level at the front and sloping back to a height of about 100 feet, with hills in some places 200 feet above sea level.

It is estimated by Mr. C. Wilgress Anderson, the Government surveyor and forestry officer, that these two belts, which may be called the lowlands of British Guiana, vary in depth from 35 to 110 miles inland from the coast and embrace an area of about 17,000 square miles, the widest parts being at the east of the colony and especially near the Berbice river.

"Beyond these belts southwards," says Mr. Anderson, "the country rises between the river valleys, and as it approaches the sources of the larger rivers attains a height of about 900 feet above the sea level at the source of the Takutu river on the western boundary and about 400 feet above the sea at the source of the Courantyne river, the eastern boundary. The surface of this elevated hinterland is greatly diversified by hills and valleys; it contains all the principal mountain ranges, also several irregularly distributed small ranges, and in addition in its southern and eastern parts there are many scattered and isolated mountains."

Mr. Anderson, who has travelled extensively in the interior of the country and who accompanied Sir Walter Egerton on a two months' trip along the route of the proposed railway, says that the most prominent feature of the hinterland is a group of flat-topped mountains which form more or less extensive undulating plateaus, each rising above the other in successive terraces from about 1,000 feet to about 3,500 feet above sea level, intersecting which there are many ranges of over 4,000 feet, and at the extreme south of the colony rising above all these heights are the isolated plateaus of Mount Roraima and Mount Kukenaam.

A LAND OF MANY RIVERS.

British Guiana is a land of many rivers, some of them of immense size. In the British West India islands what Canadians would consider small creeks are called rivers, but in British Guiana many rivers navigable for some miles from their mouths are called creeks, because they are small in comparison with the great rivers of the colony. But even the great rivers, in spite of their length and the enormous volume of water which they pour into the ocean, do not serve well as convenient highways to the far interior of the country, because after the two low-lying belts of land which stretch across the front of the colony have been passed and the highly elevated hinterland is reached navigation is obstructed by rapids and waterfalls, although there are many long navigable stretches. There are no roads from the seacoast to the hinterland, and the only way of communication with the highlands is by means of small boats that can be portaged around the rapids and waterfalls. It is important that Canadian exporters should understand these conditions, because food supplies intended for consumption in the mining, lumbering and balata camps of the interior must be so packed as to be easily transported in these small boats and conveniently handled in loading and unloading.

The Demerara river ranks sixth in size among the rivers of the colony, but it is the most important commercially. This river has a length of 200 miles and is navigable for large steamers as far as Wismar, 65 miles from the sea, while smaller vessels go 15 miles farther up. At its mouth is Georgetown, the commercial metropolis and capital of the colony. The Berbice river ranks next to the Demerara in commercial importance. At its mouth is the important town of New Amsterdam.

That part of the seaboard lying between the Demerara river and the Venezuela boundary is called the west coast; the seaboard from the Demerara to the boundary of Dutch Guiana is called the east coast.

Emptying into the Atlantic on the west coast are the Essequibo, the Pomeroon, the Waini and the Barima rivers, while the Berbice and Courantyne are on the east coast. These rivers have a number of important tributaries.

In addition to the rivers mentioned there flow into the Atlantic a number of small independent rivers, which although comparatively narrow are quite deep and provide communication from the seaboard to points some miles inland.

Thus there is a network of rivers throughout the colony and notwithstanding the expense and delay necessitated by the portaging of boats around waterfalls in the highlands no section of the country can be considered absolutely inaccessible.

It must not be forgotten that rapids and waterfalls do not begin until after the coastlands and the slightly elevated belt of land beyond them have been passed so that no part of the lowlands is very far distant from navigable waters.

STEAM NAVIGATION.

Small steamers go up the Courantyne river a distance of about 87 miles from the sea. In dry seasons the steamer terminus on the Berbice river is 88 miles from the sea-coast but in the rainy season navigation is uninterrupted for 165 miles from the river's mouth. The Canje creek, which joins the Berbice near its mouth, although narrow, is very deep and is navigable for 51 miles from its mouth. The Pomeroon has uninterrupted steam navigation for about 35 miles from its mouth, while the Waini river steamer terminus is 53 miles from the sea. Small steamers ascend the Barima for 94 miles in the dry season while in the rainy season this river is navigable by small steamers for 210 miles.

The Essequibo, the greatest of British Guiana rivers, has its source almost on the equator at an elevation of 850 feet above sea level and enters the Atlantic ocean at the 7th parallel of north latitude, after flowing a distance of over 600 miles including windings. The government surveyor says that its drainage basin together with those of its tributaries comprises considerably more than half the area of the



The Kaieteur Falls, British Guiana.



Lumbermen's boats, Essequibo River, British Guiana.

colony. At Bartica, about 60 miles from the ocean, it is joined by the great Mazaruni river which itself receives the waters of an important tributary, the Cuyuni, five miles above Bartica. The Essequibo is 3½ miles wide at Bartica and gradually expands as it flows toward the sea, having a width of 14 miles at the mouth and containing three large islands and a number of small islands. Large steamers run up the river as far as Bartica, and small steamers 20 miles farther up, but beyond that navigation is obstructed by many waterfalls and rapids with navigable stretches between.

THE WONDERFUL KAIETEUR FALL.

The Essequibo has many tributaries, the most noted of which besides the Mazaruni are the Rupununi, which flows through the much-talked-of Rupununi Savannah, and the Potaro, famous because falling from a high tableland 60 miles above the point where it joins the Essequibo it forms the wonderful Kaieteur fall, which having a perpendicular drop of 741 feet, is over four times the height of Niagara.

I was informed by Mr. C. Wilgress Anderson, the government surveyor and forestry officer, that the width of this fall varies from 350 feet in the dry season to 400 feet in the rainy season and that the depth of water passing over ranges from a few feet to over 20 feet, although the Potaro river even in dry seasons has a depth of 35 feet about a quarter of a mile above the fall.

The whole valley of the Potaro river is wonderfully beautiful and the scenery in the vicinity of Kaieteur is indescribably grand, while the waterfall itself is awe-inspiring.

The Potaro river joins the Essequibo 130 miles from the sea, so that following the course of the two rivers the waterfall is 190 miles from the ocean. If there were railway connection with the coast visitors to the colony could reach Kaieteur in a few hours, but under present conditions it takes from ten to eleven days to make the journey from Georgetown to Kaieteur and return.

For over fifty years Sprostons, Limited, of Georgetown, in which the Royal Bank of Canada now has a controlling interest, have been subsidized by the Government to provide a steamship service from Georgetown to the head of navigation on the important rivers of the colony, but recently it was decided to establish a government service in competition with Sprostons.

There are two government railways, one extending from Georgetown along the east coast for 60½ miles to Rosignol on the Berbice river opposite the town of New Amsterdam, the other extending from Vreed-en-Hoop opposite Georgetown to the Essequibo river, a distance of about 15 miles.

The Demerara-Essequibo railway, extending from Wismar, the head of navigation on the Demerara river, to Rockstone on the Essequibo river, a distance of 18½ miles, belongs to Sprostons Limited. Apart from its utility as a means of transporting greenheart timber from the forests to ships at Wismar this railway is used chiefly by tourists bound for the Kaieteur fall and by miners going to the Potaro gold fields. Launches carry passengers and freight from Rockstone to Potaro Landing, the remainder of the journey up the Potaro to Kaieteur being made with small boats that can be portaged around the rapids. There are rest houses on the way and the beauty of the Potaro valley scenery makes the whole trip interesting.

British Guiana is divided into three districts known as Demerara, Berbice and Essequibo. The most important commercially is Demerara.

The natural resources and capabilities of British Guiana will be described in another chapter.

FORTHCOMING EXHIBITIONS.

(*British Board of Trade Journal.*)

International Dairy Exhibition at Buenos Aires.

The Commercial Secretary to H.M. Legation at Buenos Aires states it is intended to hold an International Exhibition of Dairy Stock, products, machinery and implements at Palermo (Buenos Aires) in May, 1921.

The programme is being compiled, and it is expected that copies will be available shortly; in the meantime the Argentine Rural Society is causing the announcement of the intention to hold the Exhibition to be circulated among live-stock breeders, dairy farmers and manufacturers.

Ceylon Motor Show Syndicate.

The above syndicate has been formed, under the auspices of the Automobile Club of Ceylon and the Ceylon Motor Traders' Association, for the purpose of organizing a motor show from 22nd to 29th January, 1921.

The primary object of the show is to give the British manufacturer every chance in this market, as the trend of events show that the British manufacturer is being gradually shut out owing to easier importation of motor cars and accessories from other countries.

Industrial Exhibition at Peking.

The Industrial Exhibition to be promoted by the Agricultural and Commercial Department, having been approved at a cabinet meeting of the Chinese Government, will be held in March, 1921, at the Temple of Heaven, Peking.

Regarding this exhibition it is stated that a commission for its management is to be organized, and will comprise, among others, delegates from various ministeries together with representatives of overseas China. The estimated expenditure is 2,000,000 dols.

A similar and very interesting exhibition was held in Peking in 1916, and was largely attended.

IMPORT RESTRICTION IN GERMANY (OCCUPIED TERRITORY).

The British Board of Trade makes the following announcement:—

In a recent despatch, the British Commercial Commissioner at Cologne states that a number of exporters in the United Kingdom who ship goods to Cologne and other centres in the occupied territory do not appear to realize that the admission of goods into this occupied territory is for the most part subject to the previous grant of an import license by one or other of the various license-issuing authorities, which have been set up in Germany to give effect to the system of import control. The list of goods which do not require an import license is a short one, and consists almost entirely of certain foodstuffs, and certain raw materials for use in industry.

Goods for which a license is necessary, but which arrive in the occupied territory without a license, are liable to confiscation, and the fact that the shipper in the exporting country was not aware of the regulations is not held to afford any ground for claim, either for remission or relaxation of the penalty, or for payment of the value (or any part thereof), of the confiscated goods. It is accordingly, of very great importance that traders in the United Kingdom who propose to send goods to the occupied territory should, before effecting shipment, obtain the most definite assurance from their consignee or agent, or other satisfactory evidence, that a license covering the proposed consignment has been issued by the German authorities.

DEVELOPMENT OF FISHING INDUSTRY IN FRANCE.

The French *Journal Officiel*, of 22nd June, publishes a law authorizing the expenditure of 200,000,000 francs for the development of fishing fleets and the organization of French sea fisheries, including the marketing of the products.

This expenditure will be applied to the following purposes:—

(1) The fishing fleets and transport of fish and by-products, to a limit of 50 million francs.

(2) Fishing ports, to a limit of 115 million francs.

(3) Various factories, refrigerating stations, and others, together with plant, etc., up to a limit of 35 million francs.

The ships built or bought under the present law to be used in the fishing industry will be made over by the Minister of Public Works, Transport and Merchant Marine, either to public establishments, recognized associations, syndicates, or trade unions, to companies either limited or co-operative, or to private individuals.

Building plant, factories, etc., built or bought under the same conditions, could also be made over or leased to the same institutions for use and development.

AUSTRALIAN CUSTOMS DECISIONS.

(*British Board of Trade Journal.*)

The following customs by-laws have been received amending the lists of articles which may be imported into the Commonwealth at the rates of duty leviable on recognized "minor articles" and "tools of trade":—

Minor Articles for Use in the Manufacture of Goods within the Commonwealth.—By-Law No. 470.

The following item is added:—

Motor goggles—glass, curved and shaped (eye pieces).

Tools of Trade for Artisans and Mechanics and Tools in General Use.—By-Laws Nos. 468 and 469.

The following item is added:—

Vices, including boxes and screws for vices, excepting engineers' and woodworkers' vices.

[Note.—Not being made wholly of wood and not being machines.]

The following item is deleted:—

Rakes—hand.

The rates of duty leviable upon recognized "minor articles" and "tools of trade" are:—

Under the British preferential tariff, free.
Under the general tariff, 10 per cent *ad valorem.*

"ANTI-DUMPING" MEASURES PASSED IN JAPAN.

(*British Board of Trade Journal.*)

The Board of Trade are in receipt, through the Foreign Office, of telegraphic information from H.M. Ambassador at Tokio to the effect that various amendments in the customs tariff, together with a short clause designed to prevent "dumping," have been passed by the Japanese Diet and came into force on 1st August.

CERTIFICATES FOR CANADIAN EGGS EXPORTED: A CORRECTION.

Memorandum 2413-B of the Department of Customs, which was published in the last issue of the *Weekly Bulletin* (page 529) has been cancelled, and the following substituted:—Collectors of Customs are not to allow Canadian eggs, in twenty-five case lots or more, to be loaded aboard ship or otherwise exported, until inspection certificates for export have been filed.

Certificates for exportation of Canadian eggs are not to be accepted, unless clearly marked with the words "Export Certificate."

[Vide Memorandum of Customs 2415-B, dated August 24, 1920.]

SANTA CRUZ DE TENERIFFE, CANARY ISLANDS.

Santa Cruz de Teneriffe, the capital of the Canary Islands,—a Spanish archipelago in the Atlantic Ocean about 60 miles west of the coast of Africa and consisting of seven inhabited and six uninhabited islands—lies on the northeast coast of the island of Teneriffe. It is the commercial centre of the group, and is protected by a mole which affords safe anchorage in from two to nine fathoms of water, and there is a good breakwater. Many of the houses are handsome, the streets are well paved, and lighted by electricity. There are good buildings, including a school of navigation, technical institute and library. The imports consist of sugar, spirits, flour, wheat, rice, maize, hardware, soap, box-boards, chemical manures, textiles; wine, paving and filtering stones, and various vegetables and fruits are exported. The population of Santa Cruz was estimated in 1919 to be 82,219; that of the entire Canary group at 513,959 (1900, 358,564).

The illustration on the front page of this number of the *Weekly Bulletin* gives a partial view of the wharf at Santa Cruz de Teneriffe.

COMPETITION IN THE CANARY ISLANDS.

In referring to competition for the trade of the Canary Islands, the *British South African Export Gazette* says:—

British goods have to meet a good deal of competition in the market, and it is likely to develop rather than decline. The United States is an active competitor in regard to motor cars, machinery, tools, and hardware; German goods, again, held a very strong position in the market before the war, and there are already signs that they will make an effort to re-establish themselves. Spanish cotton goods compare very favourably in price with those of Manchester, though in quality they may be somewhat inferior, besides which the language and racial sympathies naturally favour trade with Spain. As regards payment, the British system of cash against documents for this market offers no handicap, no other countries exporting to the Canaries at the present time allowing credit.

MOTOR VEHICLES FOR BELGIUM.

(*London Chamber of Commerce Journal.*)

There seems to be every opportunity at the present time for automobile manufacturers and other agencies to secure quick sales in Belgium. Occupied as she is more with repairing and rebuilding than with the construction of new vehicles, Belgium is producing only half of her pre-war output of automobiles. The periodical public sales of motor vehicles recovered from Germany are largely responsible for this situation, and the number of garages has almost trebled since 1914. At the automobile exhibition in Paris there was only one Belgian factory showing a model built since the armistice. This, however, occasioned very favourable comment, and equalled some of the best cars from other countries. The demand for motor vehicles indicates that a considerable number of electric automobiles might be sold in Belgium, and the excellent paving of most of the Belgian roads and the general flatness of the country throughout Flanders are also favourable factors.

PRICE OF FRUIT IN THE UNITED KINGDOM.

(London Chamber of Commerce Journal.)

The report has been issued by the Sub-committee of the Standing Committee on Trusts appointed "to inquire into the existence of a combine and into the effect of any such combine, if found, on the price of fruit in the United Kingdom and the effect of such prices on the cost of the food of the people." They find that no such combine exists or has existed either among the fruit growers, fruit dealers, or the jam and preserve manufacturers. In certain areas local growers' associations are in being for the purpose of marketing, for a small discount, the produce of their members, and it would appear that the object of those associations is in no way to exercise control of prices or supplies. Keen competition exists to-day amongst the fruit growers. Wholesale and retail fruit dealers also have their associations, but the committee failed to discover any attempt by them likely to raise the prices of the produce of their members. With regard to the high prices for fruit in 1919, the committee declare that these resulted from the shortage in the crops, the insistent demand of the public both for best quality jams and fruit, the disorganized state of the fruit industry, and the determination of the co-operative societies and certain other firms to obtain large supplies of fruit, which resulted in extreme scrambling amongst individual traders to secure supplies. They state that forward contracts for fruit, based on actual requirements, at prices allowing the grower a reasonable profit, are not necessarily contrary to the public interests, in so far as they induce the grower to develop his plantation. Speculative contracts, however, at high prices for quantities out of all proportion to normal purchases are to be deprecated, in that these contracts disorganize the channels of supply and operate harshly against manufacturers financially unable to enter into long-time agreements. In certain instances the traders' purchasers were speculative, inasmuch as the quantities arranged for were not a fair proportion of the fruit available, having regard to their pre-war demands, and their action tended to accentuate the difficulties in the distribution of the depleted supplies. The sub-committee urge that every inducement and support should be given to the growers to develop their plantations, as in their opinion the main remedy of the present situation is increased production.

EXPORTS THAT CONTRAVENE THE AUSTRALIAN FOOD AND DRUGS ACT.

(British Export Gazette.)

The recent refusal on the part of the Australian Customs authorities to admit into the country a number of consignments of frypans and enamelled hollow-ware from the United Kingdom and the United States because the goods failed to comply with the provisions of the Pure Foods and Drugs Acts of the Commonwealth, should arouse manufacturers to the danger of losing the bulk of a very valuable trade in this part of the world. It was the New Zealand Customs authorities who first drew the attention of the Commonwealth Government to the fact that certain shipments of the goods in question were contravening the provisions, which happen to be identical in New Zealand and Australia. Under those provisions the importation is prohibited of any package, container, or appliance used for manufacturing, keeping, or holding moist or liquid food substances, and consisting wholly or in part of lead or zinc, or of any metal alloy containing more than 10 per cent by weight of lead or zinc, or tinned inside with a metal alloy containing more than 1 per cent of lead, or containing enamel or glaze or indiarubber or gutta-percha which on boiling for 30 minutes with vinegar containing 4 per cent of acetic acid yields lead to the latter, or containing more than one-fourth of one grain of arsenicum per pound of metal alloy, enamel, glaze, indiarubber, or gutta-percha.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in Western Division and at Public Elevators in the East; also U.S. Atlantic Seaboard Ports.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending August 20, 1920.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
Fort William—	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
C. P. R.	129,816	8,532	26,768	.....	7,916	173,032
Empire Elevator Co.	Now op	erating un	der a Pri	vate Ter	minal Ele	v. License
Consolidated Elevator Co.	151,109	29,466	21,633	100,059	4,312	306,579
Ogilvie Flour Mills Co.	204,415	11,569	31,497	.....	2,682	250,163
Western Terminal Elevator Co.	92,432	6,925	4,596	38,743	.....	142,696
G. T. Pacific	42,761	24,752	11,175	32,895	2,913	114,496
Grain Growers' Grain Co.	70,860	18,918	19,900	.....	6,328	116,006
Fort William Elevator Co.	75,223	24,437	34,304	19,362	7,010	160,336
Eastern Terminal Elevator Co.			Closed.			
Northwestern Elevator Co.	168,269	85,508	29,026	44	2,087	284,934
Port Arthur—						
Port Arthur Elevator Co.	132,962	21,291	29,041	8,342	5,344	196,980
Sask. Co-op. Elevator Co.	41,021	20,091	8,907	128,887	1,066	199,972
Canadian Government Elevator	944,401	60,277	24,482	98,133	9,793	1,137,086
Thunder Bay	Now op	erating un	der a Pri	vate Ter	minal Ele	v. License
Davidson and Smith	9,371	6,655	2,045	.....	423	18,494
Eastern—Richardson	54,321	3,581	*1,513	11,352	* 135	67,606
Total Public Terminal Elevators	2,116,961	322,002	241,861	437,817	49,739	3,168,380
Total Private Terminal Elevators	170,206	93,606	12,934	1,766	1,815	280,327
Saskatoon Can. Govt. Elevator	202,509	6,394	.....	12,897	.....	221,800
Moosejaw Can. Govt. Elevator	249,506	15,169	1,503	12,358	.....	278,536
Calgary Can. Govt. Elevator	151,548	91,078	10,909	68	915	254,518
North Transcona, C.P.R.	9,596	594	.....	.....	.....	10,190
Total Interior Terminal Elevators	613,159	113,235	12,412	25,323	915	765,044
Depot Harbour			None in	store.		
Midland—						
Aberdeen Elevator Co.	11,600	.....	7,724	.....	.....	19,324
Midland Elevator Co.	511,380	.....	.....	.....	.....	511,380
Tiffin, G.T.P.	142,832	.....	.....	.....	.....	142,832
Port McNicoll	520,923	200	.....	.....	.....	521,123
Collingwood	.....	.....	.....	.....	.....	–
Goderich—						
Elevator and Transit Co.	165,851	18,263	1,294	.....	.....	185,408
West. Can. Flour Mills Co., Ltd.	90,598	.....	.....	.....	.....	90,598
Toronto—						
Campbell Flour Mills Co.	4,761	.....	.....	.....	.....	4,761
Kingston—						
Montreal Transportation Co.	.....	.....	.....	.....	.....	–
Commercial Elevator Co.			None in	store.		
Port Colborne Dom. Govt. Elevator	.....	.....	.....	.....	.....	–
" Maple Leaf Milling Co., Ltd.	111,905	.....	35,192	.....	.....	147,097
Montreal—						
Harbour Commissioners Nos. 1 & 2	1,182,350	232,253	391,903	21,629	.....	1,828,135
Montreal Warehousing Co.	573,110	8,828	61,555	.....	.....	643,413
Ogilvie Flour Mills Co.	291,570	.....	.....	.....	.....	291,570
Quebec Harbour Commissioners	.....	1,946	.....	.....	.....	1,946
West St. John, N.B., C.P.R.			None in	store.		
St. John, N.B., Can. Nat. Rys.			"			
Halifax, N.S., " "			"			
Total Public Elevators	3,606,880	261,490	497,668	21,629	.....	4,387,667
Total Country Elevators			Figures	not receiv	ed.	
U.S. Atlantic Seaboard Ports—			Not	reported.		
Portland, Maine	.....	.....	.....	.....	.....	.....
Baltimore, Maryland	.....	.....	.....	.....	5,447	5,447
Total U.S. Atlantic Seaboard Ports	.....	.....	.....	.....	5,447	5,447
Total quantity in Store	6,507,206	790,333	764,875	486,535	57,916	8,606,865

*Overshipped.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Public Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East, for the week ended August 20, 1920.

Grades.	Account Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard		1,962			1,962
No. 1 Northern		1,153,261	457,482	1,616,222	3,226,965
No. 2 "		248,560	80,045	928,277	1,256,882
No. 3 "		183,436	54,240	502,783	740,459
No. 4 Wheat		47,990	740	48,144	96,874
No. 5 Wheat		71,239	71	59,045	130,355
No. 6 "		32,255	403		32,658
Other		378,258	20,178	452,409	850,845
Totals		2,116,961	613,159	3,606,880	6,337,000
Oats—					
No. 1 C.W.					–
No. 2 "		46,623	305	82,326	129,254
No. 3 "		103,002	6,041	96,856	205,899
Ex. No. 1 Feed		23,956	15,558	1,927	41,441
No. 1 Feed		34,011	8,245	9,559	51,815
No. 2 Feed		51,794	17,963	33,501	103,258
Other		62,616	65,123	37,321	165,060
Totals		322,002	113,235	261,490	696,727
Barley—					
No. 3 extra C.W.					–
No. 3 C.W.		38,319	4,268	95,373	137,960
No. 4 "		119,187	2,955	267,199	389,341
Feed		47,469	695	50,838	99,002
Rejected		11,840	711	32,627	45,178
Other		25,046	3,783	51,631	80,460
Totals		241,861	12,412	497,668	751,941
Flax—					
No. 1 Northwestern Canada		160,489	67		160,556
No. 2 C.W.		59,337	1,899		61,236
No. 3 C.W.		110,318	10,967	11,204	132,489
Rejected			10,527	10,425	20,952
Other		107,673	1,863		109,536
Totals		437,817	25,323	21,629	484,769
Rye—					
No. 1 C.W.		6,860			6,860
No. 2 "		27,326			27,326
No. 3 "					–
No. Grade		1,247			1,247
Rejected		2,584	915		3,499
Other		11,722			11,722
Totals		49,739	915		50,654
Total quantity in store		3,168,380	765,044	4,387,667	8,321,091

Wheat and other Grain in store at Public Terminal Elevators, Private Terminal Elevators, Interior Terminal Elevators, Country Elevators, U.S. Atlantic Seaboard Ports and Public Elevators in the East, on August 20, 1920, with comparisons for five years.

—	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
August 20, 1920—			
Public Terminal Elevators	2,116,961	1,051,419	3,168,380
Private " "	170,206	110,121	280,327
Interior " "	613,159	151,885	765,044
Country Elevators	Figures not Reported.		
U.S. Atlantic Seaboard Ports	.....	5,447	5,447
Elevators in the East	3,606,880	780,787	4,387,667
Total	6,507,206	2,099,659	8,606,865
August 22, 1919—			
Public Terminal Elevators	471,924	2,177,626	2,649,550
Interior " "	13,518	270,758	284,276
Elevators in the East	2,588,329	3,096,526	5,684,855
Total	3,073,771	5,544,910	8,618,681
August 23, 1918—			
Public Terminal Elevators	*76,248	3,640,881	3,564,633
Interior " "	79,482	381,572	461,054
Elevators in the East	2,590,711	3,073,772	5,664,483
Total	2,593,945	7,096,225	9,690,170
August 24, 1917—			
Public Terminal Elevators	1,209,619	4,393,908	5,603,527
Interior " "	207,141	82,966	290,107
Elevators in the East	2,443,483	5,562,156	8,005,639
Total	3,860,243	10,039,030	13,899,273
August 25, 1916—			
Public Terminal Elevators	7,456,751	7,012,150	14,468,901
Interior " "	491,268	104,552	595,820
Elevators in the East	6,758,660	6,654,730	13,413,390
Total	14,706,679	13,771,432	28,478,111
August 26, 1915—			
Public Terminal Elevators	338,459	1,250,902	1,589,361
Interior " "	.....	5,682	5,682
Elevators in the East	1,240,804	723,062	1,963,866
Total	1,579,263	1,979,646	3,558,909

*Wheat overshipped.

ARGENTINE RULING FOR LABELLING EDIBLE PRODUCTS.

(United States Commerce Reports.)

Trade Commissioner George S. Brady has cabled from Buenos Aires, under date of August 19, 1920, that a new municipal regulation requires that the labels on edibles shall bear (in Spanish) the name of the product, the quantity, metric measurement, the name of the Argentine importer, the ingredients, but not their percentages. Colouring and preservatives are prohibited. The prohibition is already in effect, but is being protested.

Receipts and Shipments of the different kinds of Canadian Grain at the Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in the Western Division, and Public Elevators in the East; also United States Atlantic Seaboard Ports for the week ending August 20, 1920.

PUBLIC TERMINAL ELEVATORS.

		Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Receipts	Rail	956,989	61,350	36,243	19,825	9,907	.....	1,084,314
Shipments	Vessel	1,619,899	15,493	37,290	35,707	9,553	.....	1,717,942
	Rail	4,666	223,051	11,204	.....	.....	.....	238,921

PRIVATE TERMINAL ELEVATORS.

Receipts	Rail	381,829	144,559	8,072	.....	1,054	.....	535,514
Shipments	Vessel	514,148	29,564	.....	.....	.....	.....	543,712
	Rail	4,257	128,194	13,860	.....	.....	.....	146,311

INTERIOR TERMINAL ELEVATORS.

Receipts	Rail	2,551	2,381	.....	1,279	.....	.....	6,211
Shipments	Rail	1,441	2,640	.....	5,818	.....	.....	9,899

COUNTRY ELEVATORS, WEST DIVISION.

Receipts	Rail	Figures not received.
Shipments	Rail	"

PUBLIC ELEVATORS IN THE EAST.

GEORGIAN BAY PORTS.

Receipts	Vessel	1,267,461	59,429	.....	.....	.....	.....	1,326,890
Shipments	Rail	1,266,412	97,192	12,380	14,521	.....	.....	1,390,505

LOWER LAKE PORTS.

Receipts	Vessel	.....	.....	.....	.....	.....	.....	.....
	Rail	16,776	.....	.....	.....	.....	.....	16,776
Shipments	Vessel	.....	.....	.....	.....	.....	.....	.....
	Rail	18,966	.....	.....	.....	.....	.....	18,966

ST. LAWRENCE PORTS.

Receipts	Vessel	134,071	.....	50,296	.....	.....	.....	184,367
	Rail	1,040,972	108,756	161,924	.....	.....	.....	1,311,682
Shipments	Vessel	863,317	22,423	44,542	.....	549	.....	930,831
	Rail	122,468	69,004	2,744	23,356	.....	.....	217,572

SEABOARD PORTS.

Receipts	Rail	.....	.....	.....	.....	.....	.....	.....
Shipments	Vessel	.....	.....	.....	.....	.....	.....	.....

TOTAL, PUBLIC ELEVATORS IN THE EAST.

Receipts	Vessel	1,401,532	59,429	50,296	.....	.....	.....	1,511,257
	Rail	1,057,748	108,786	161,924	.....	.....	.....	1,328,458
Shipments	Vessel	863,317	22,423	44,542	.....	549	.....	930,831
	Rail	1,407,846	166,196	15,124	37,877	.....	.....	1,627,043

U.S. ATLANTIC SEABOARD PORTS.

Receipts	Rail	.....	.....	.....	.....	6,548	.....	6,548
Shipments	Vessel	.....	.....	.....	.....	4,775	.....	4,775

Quantity of United States Grain in Store, Received and Shipped at the Public Elevators in the East for the week ending August 20, 1920, in comparison with the same period last year.

	Wheat Bush.	Oats Bush.	Barley Bush.	Rye Bush.	Corn Bush.	Total Bush.
Depot Harbour	97,411	118,391			10,440	226,152
Aberdeen Elevator Co.						
Midland Elevator Co.						
Tiffin, G.T.P.						
Port McNicoll, C.P.R.	258,960		96,040	139,861		494,861
Montreal Hbr. Comms. 1 and 2.	731,361		8,137	171,057	25,531	936,086
Totals	1,087,732	118,391	104,177	310,918	35,971	1,657,099
Same period last year	120,723	159,915	108,426	355,361	1,014	736,439

GEORGIAN BAY PORTS.

	Receipts.		Shipments.	
	Water Bush.	Rail Bush.	Water Bush.	Rail Bush.
Wheat	769,834			958,211
Oats				16,000
Barley	96,040			
Rye	154,861			25,799
Corn	129,002			129,002

ST. LAWRENCE PORTS.

Montreal Harbour Commissioners—Elevators 1 and 2.				
Wheat	173,117	396,439	454,965	
Rye	16,006	29,789	176,281	
Corn		3,832		1,109

The Commercial Intelligence Service.

The purpose of the Commercial Intelligence Service is to promote the sale of Canadian products abroad and to provide Canadian Manufacturers and exporters with information regarding trade conditions and opportunities in countries in which Canadian goods are likely to find a market.

The Department gathers, compiles and publishes in the Weekly Bulletin and supplements thereto a large volume of useful commercial information. Persons desiring it and interested in Canadian production or export may have their names placed on the regular mailing list on application to the Department of Trade and Commerce, Ottawa. There is no subscription to the Weekly Bulletin but its circulation is strictly confined to Canada.

The Department invites correspondence from Canadian manufacturers and exporters upon all trade matters.

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NEW INCORPORATIONS.

Dominion.

Canada Firebrick Company, Limited. Incorporators: Herbert Clayton, merchant; Aubrey Huntingdon Elder, advocate; and others—all of Montreal. Capital, $500,000, divided into 5,000 shares of $100 each. Chief place of business, Montreal.

Walford Shipping Company, Limited. Incorporators: William Kenneth McKeown, advocate and K.C.; and others—all of Montreal. Capital, $500,000, divided into 5,000 shares of $100 each. Chief place of business, Montreal.

Darling Brothers, Limited. Incorporators: George Darling, manufacturer, Montreal; John Wesley Blair and Francis Joseph Laverty, K.C's., Westmount; and others. Capital, $1,250,000, divided into 12,500 shares of $100 each. Chief place of business, Montreal.

The Richmond Manufacturing Company, Limited. Incorporators: Duncan Alexander McNiece and Charles Arthur Giroux, accountants; Louis Philippe Crepeau, advocate; and others—all of Montreal. Capital $1,000,000, divided into 10,000 shares of $100 each. Chief place of business, Richmond, Que.

A. G. Campion, Limited. Incorporators: William Kenneth McKeown, advocate; Lorne Clayton Herdman, stock broker; and others—all of Montreal. Capital $100,000, into 1,000 shares of $100 each. Chief place of business, Montreal.

The George C. Graves Construction Company, Limited. Incorporators: George Cunningham Graves, contractor; Charles Hieland Barnet Garland, engineer; and others—all of Ottawa. Capital $250,000, divided into 2,500 shares of $100 each. Chief place of business, Ottawa.

G. J. Jopling & Sons, Limited. Incorporators: Garthorne John Jopling, merchant, Bridgenorth, Ontario; and others. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of business, Peterborough.

International Petroleum Company, Limited. Incorporators: George Meredith Huycke, barrister-at-law; Clifford Gordon Lynch, secretary; George Evans Atwood, accountant; and others—all of Toronto. Capital 20,000,000 shares of which 100,000 shall when issued be preference stock of the par value of $5 each and the remaining 19,900,000 shares shall be common stock without nominal or par value, provided that the capital stock with which the company shall carry on its business shall not be less than $100,000,000. Chief place of business, Sarnia.

Loraine Chocolate Corporation, Limited. Incorporators: William Thomas Sinclair, Hugh Johnston McLaughlin and Robert Dunn Moorhead, solicitors; and others—all of Toronto. Capital $600,000, divided into 6,000 shares of $100 each. Chief place of business, Toronto.

The Empress Navigation Company, Limited, Incorporators: William Henry Dwyer and Ralph Tuller Holcomb, merchants; James Warren York and John Robinson Osborne, barristers-at-law—all of Ottawa. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of business, Ottawa.

London Concrete Machinery Company, Limited. Incorporators: Henry Pocock and John Charles Doidge, manufacturers; and others—all of London. Capital $500,000, divided into 5,000 shares of $100 each. Chief place of business, London.

B. Gardner & Company, Limited. Incorporators: Maxwell Goldstein, K.C.; James Burnett Taylor, accountant—all of Montreal. Capital $1,000,000, divided into 10,000 shares of $100 each. Chief place of business, Montreal.

The Spiesz Furniture Company, Limited. Incorporators: Jared Jacob Spiesz, manufacturer; and others—all of Hanover, Ont. Capital $200,000, divided into 2,000 shares of $100 each. Chief place of business, Hanover, Ontario.

Johnson-Richardson, Limited. Incorporators: James Chase Walker, manager; Louis Gosselin, advocate; and others—all of Montreal. Capital $175,000. Chief place of business, Montreal.

The American de Levaud Manufacturing Company, Limited. Incorporators: John Hubert Phippen, barrister-at-law; Hugh James Dawson, accountant; and

others—all of Toronto. Capital $7,500,000, divided into 75,000 shares of $100 each. Chief place of business, Toronto.

Lavoie Automotive Devices, Limited. Incorporators: Alphonse Joseph Lavoie, engineer; Robert Polsson, advocate; and others—all of Montreal. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of business, Montreal.

Wettlaufers', Limited. Incorporators: John MacIntosh Duff, solicitor; Hugh McInnis, salesman; and others—all of Toronto. Capital $800,000, divided into 8,000 shares of $100 each. Chief place of business, Kingston. (Private company.)

J. Donat Langelier, Limited. Incorporators: Joseph Donat Langelier, merchant; Joseph Edmond Audet, accountant, and Auguste Langelier, notary; and others—all of Montreal. Capital $300,000, divided into 3,000 shares of $100 each. Chief place of business, Montreal.

Federal Flax, Limited. Incorporators: Frank Milner Barnard and Edward Foster, manufacturers; and others—all of Montreal. Capital $250,000, divided into 2,500 shares of $100 each. Chief place of business, Montreal.

J. V. Boudrias & Sons, Limited. Incorporators: Romeo Barnard, grocer; and others—all of Montreal. Capital $300,000, divided into 3,000 shares of $100 each. Chief place of business, Montreal.

Ontario.

Auto Supplies Co., Limited. Incorporators: Henry Howard Shaver, barrister-at-law; Alexander Findlay Boyle, automobile builder; and others—all of Toronto. Capital $150,000, divided into 1,500 shares of $100 each. Head office, Toronto.

Mohawk Trading Corporation, Limited. Incorporators: Arthur Wellesley Holmstead and Arthur Beresford Mortimer, barristers-at-law; and others—all of Toronto. Capital $1,000,000, divided into 10,000 shares of $100 each. Head office, Toronto.

Canadian Farm Power and Machinery Co., Limited. Incorporators: Milton Ira Adolph, farmer, Listowel, Ont.; and others. Capital $1,000,000, divided into 10,000 shares of $100 each, of which 5,000 shares shall be preference shares. Head office, Toronto.

The Pan-Oceanic Power Development Co., Limited. Incorporators: William Joseph Hanley, barrister-at-law; Albert Edward Nash, accountant; and others—all of Toronto. Capital $1,000,000, divided into 100,000 shares of $10 each. Head office, New Liskeard, Ontario.

General Accessories, Limited. Incorporators: Morley Punshon van der Voort, solicitor; and others—all of Toronto. Capital $100,000, divided into 10,000 shares of $10 each. Head office, Toronto.

South West Porcupine Syndicate, Limited. Incorporators: Eric Duke Scott and Harry Augustine Herbert, accountants; and others—all of Toronto. Capital $100,000, divided into 20,000 shares of $5 each. Head office, Toronto.

Parisian Laundry of Ontario, Limited. Incorporators: Arthur Wellesley Holmstead and Arthur Beresford Mortimer, barristers-at-law, and others—all of Toronto. Capital $300,000, divided into 3,000 shares of $100 each. Head office, London.

Dominion Motor Castings, Limited. Incorporators: Clifford Albert Ripley, manufacturer; and others—all of Detroit. Capital $250,000. Head office, Windsor.

British Columbia.

Canadian New Zealand Timber Agency, Limited. Capital $100,000. Registered office, Vancouver.

Nanaimo Fish Meal and Oil Refinery, Limited. Capital $75,000. Registered office, Nanaimo.

Standard Lumber Company, Limited. Capital $1,500,000. Registered office, Vancouver.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "The Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa," or The Secretary of the Canadian Manufacturers' Association, Toronto, Montreal, Winnipeg, Amherst, N.S., and Vancouver, or The Secretary of the Board of Trade at Toronto, Hamilton, Kingston, Brandon, Halifax, Montreal, Quebec, St. John, Sherbrooke, Vancouver, Victoria, Winnipeg, Edmonton, Calgary, Moosejaw, Saskatoon, Sault Ste. Marie, Fort William, Port Arthur, Moncton, Regina, New Westminster, B.C., Sydney (Cape Breton), North Sydney (Cape Breton), Guelph, Peterborough, Brantford, Kitchener, St. Mary's, Ont., Chambre de Commerce de Montreal, The London, Ont., Chamber of Commerce, The Stratford Chamber of Commerce, The Border Chamber of Commerce, Windsor, Ont., and Kitchener Manufacturers' Association.

Food Products.

1753. **Eggs.**—A Manchester firm would like to get into touch with shippers of eggs.

1754. **Raw materials and foodstuffs**—Established firm of importers in Luxemburg, with branch office in Antwerp, wish to import Canadian raw materials, particularly iron ores and steel, coal, asbestos, lumber, paper, and wood-pulp. A special department of this company would be glad to receive offers of foodstuffs. Consignments could be billed via Antwerp, and sole agencies for the Luxemburg area would be considered.

1755. **Canned goods and grocery specialties.**—Canadian salesman who has just completed eighteen months' trip for Canadian firms in West Indies and South America is leaving shortly to cover that area for another Canadian organization. He is desirous of being placed in touch with any Canadian firms who would consider export orders to South America or the West Indies in grocery specialties or canned goods, and he is open to represent a limited number of concerns in such sidelines during his trip. Would arrange a personal interview with Canadian firms offering connection.

1756. **Foodstuffs.**—A Manchester firm would be pleased to purchase outright all kinds of foodstuffs for West African market.

1757. **Hay.**—A Manchester firm are prepared to consider offers of hay.

1758. **Oats.**—A contractor to the Cuban army is in the market to buy 200,000 bushels of oats in 5-bushel sacks yearly, either according to ruling market price or on a six or twelve months' price contract. This contractor informs the Canadian Trade Commissioner that the Cuban army authorities prefer good Canadian oats to any other. (The general tariff rate on oats is $0.52 per 100 kilogrammes*, gross weight, and the rate to the United States is $0.416.)

Wood, Pulp, and Paper Prodcts.

1759. **Timber.**—A Manchester firm of builders and contractors are prepared to consider offers of slaters' battens, plasterers' laths, joists, boards and doors or window frames.

1760. **Timber.**—A Manchester firm are open to purchase timber suitable for West African trade.

1761. **Sulphite pulp.**—A Cuban firm wish to purchase sulphite pulp for shipment to Spain. The quality desired is bisulphite raw, first quality, strong. Immediate connections are desired with any firm which can quote.

*The kilogramme approximates 2.2 pounds.

1762. **Paper and boards.**—A Manchester firm can purchase large quantities of paper and boards, or would act as agent.

1763. **Dowels.**—A Manchester firm manufacturing chairs on a large scale are open to purchase big quantities of best quality dowels.

1764. **Furniture.**—A Manchester firm are open to consider offers of desks, chairs, and bentwood furniture.

1765. **Uncoloured wallpaper.**—A London manufacturing company ask for the names of Canadian manufacturers of papers for wallpaper, uncoloured.

1766. **Chairs and parts.**—A Manchester firm would like to receive catalogues and prices of chairs and chair parts of all kinds.

Miscellaneous Manufactures.

1767. **Starch.**—A Manchester importer of starch, etc., for textile finishing purposes will consider quotations c.i.f. Manchester.

1768. **Woollen and cotton textiles.**—A firm in Jassy, Roumania, desire to receive quotations and other particulars from Canadian firms in a position to export woollen and cotton textiles.

1769. **Hosiery, gloves, and underwear.**—A prominent Australian wholesale drygoods firm, with warehouses at Melbourne and Sydney, are desirous of obtaining the representation of leading Canadian manufacturers of hosiery, silk gloves, and ladies' silk and knitted underwear.

1770. **Rags and waste.**—A Manchester firm are in the market for all classes of cotton and woollen rags, waste, etc.

1771. **Oil engines.**—A firm in Roumania desire to receive quotations and other particulars from Canadian firms in a position to export oil engines.

1772. **Electrical accessories.**—A Hull firm ask to be placed in touch with Canadian exporters of electrical accessories, cables, fittings, motors, dynamos, glass shades, etc., etc.

1773. **Fencing wire.**—A South African agent asks for correspondence in reference to the representation for the Union on fencing wire.

1174. **Iron and steel.**—A Manchester firm are open to consider offers of steel, wire rods, billets, blooms, plates, sheets, bars, iron bars, etc.

1175. **Iron and steel, etc.**—A Manchester firm inquire for Canadian manufacturers of pig-iron, manufactured iron and steel, aluminium, copper and non-ferrous metals seeking representation in the north of England.

1776. **Iron and steel.**—A Manchester firm are open to represent manufacturers of steel blooms, slabs, billets, sheet bars, plates, wire rods, joists, channels and angles.

1777. **Oils.**—A Manchester firm are prepared to consider offers of mineral lubricating oil, paraffin wax and scale.

1778. **Athletic goods.**—A Manchester firm are open to import hockey sticks and raw material for manufacture of athletic goods.

1779. **Materials for the manufacture of rubber stamps.**—An important business concern in St. John's, Nfld., are desirous of entering into business relations with a Canadian firm dealing in materials used in the manufacture of rubber stamps.

1780. **Rubber.**—A Manchester firm are open to purchase crude materials used by india-rubber manufacturers, comprising reclaimed rubber, coloured pigments, drugs and chemicals.

1781. **Jewellery, etc.**—A Bradford firm are interested in receiving offers of the cheapest lines of fancy goods, jewellery, etc.

1782. **Pianos.**—A Cape Town firm of commercial agents are seeking Canadian piano agencies for the Union of South Africa. Will purchase their samples. Immediate correspondence requested.

1783. **Leather.**—A Northampton firm are open to purchase box calf and willow calf and sides, or would be prepared to act as agents.

1784. **Seeds.**—A Manchester firm are prepared to consider offers of red clover, white clover, alsike, and timothy grass seeds.

1785. **Seeds.**—A Northampton firm are always prepared to consider offers of farm and vegetable seeds.

1786. **Representation in Great Britain.**—Established manufacturers' agent, qualified civil engineer and architect, at present representing a large American corporation in Canada, and bonded by them, is sailing for the United Kingdom shortly. He will be in the Birmingham district, and is desirous of coming in touch with Canadian firms who desire representation. Is particularly fitted to handle any engineering lines. Would arrange interview with any concerns desirous of representation.

1787. **Cement.**—A Manchester firm would like to receive quotations, etc., from manufacturers of Portland cement.

1788. **Cement.**—A London firm ask for addresses of Canadian cement manufacturers.

1789. **Builders' supplies.**—A Manchester firm are open to represent manufacturers of any articles saleable to the building trade.

1790. **Pitch and asphalt.**—A Manchester firm are always open to receive offers of stearine pitch, wood pitch, and asphaltum.

1791. **Asbestos fibre.**—An important commission house in Rotterdam would like to get in touch with Canadian exporters of asbestos fibre, and wish to receive quotations and other particulars.

1792. **Seals.**—A printing and stationery firm in St. John's, Nfld., wish to be put in touch with a Canadian firm dealing in notarial seals, with a view to establishing permanent business relations.

1793. **Toys and woodenware.**—A Manchester firm with good connections are prepared to act as representatives for toys and wooden domestic utensils, etc.

1794. **Barrows.**—A Manchester firm are open to consider offers of navvy barrows.

1795. **Latch needles.**—A Leicester firm are open to purchase latch needles.

1796. **Manufactured goods.**—A Manchester firm with extensive connections in West Africa would be prepared to purchase all kinds of manufactured goods or would act as agents.

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

45. **R.S.**—Demobilized soldier just returned after four years' overseas service, aged twenty-three, desire to get in touch with party proceeding to England and France, to act as assistant salesman with some Canadian agencies. Has pleasing personality and thoroughly acquainted with England and France.

46. **R.S.**—A returned Canadian officer who held a commission in the R.F.C. and R.A.F. and spent five years overseas desires to represent two or three Canadian manufacturers on a commission basis. Before the war he was a commercial traveller for five years. Good connections in England. Willing to work hard to establish lines handled and is prepared to sail immediately arrangements are completed.

47. **R.S.**—A returned soldier who previous to four years' service in the war was engaged in the retail lumber business in New Brunswick for eighteen years desires to take up Canadian agencies in Europe. He is prepared to work on a commission basis and to go abroad at his own expense.

48-49 **R.S.**—Two young men who were in service overseas have just arrived in Canada from the West Indies and seek employment with firms as buyers or sellers of products in the British West Indies. They have a good knowledge of the customs and trade of the islands.

50. **R.S.**—A Canadian field officer, at present holding important Government appointment, possessing English and Canadian legal qualifications, and with fifteen years' business experience, desires a position in Japan, Hong Kong, or other place of

warmer climate, as representative or manager (on a salary basis) of some business corporation. Has had considerable experience in organization and administration and handling of a large staff. Will supply excellent references.

51. **R.S.**—A Canadian who served in the French army from 1914 to 1919 proposes to return to Europe and would like to represent Canadian manufacturers in France and Belgium.

52. **R.S.**—A Canadian who saw four years' service overseas with the Canadian forces and has recently returned from Canada to England is desirous of being brought in touch with Canadian manufacturers who are looking for representation in the British Isles and France. He has excellent connections both in England and France, and would like to handle general lines. References.

53. **R.S.**—Canadian officer (four years' active service), university graduate, with good address, good knowledge of Danish, German, and French languages, and with family connections in highest business circles in Denmark, desires position representing firm of Canadian exporters in Scandinavian countries.

54. **R.S.**—Two returned soldiers having good connections with Poland wish to act as resident agents for Canadian firms. They have at present a representative in Warsaw, Poland, who is anxious to obtain celluloid specialties, also elastic used in the manufacture of men's suspenders and ladies' garters. Samples in all colours requested with quotations.

55. **R.S.**—A Canadian lawyer of Scottish descent, speaking and writing fluent French and with a good working knowledge of Russian, special knowledge of law and finance, and very considerable executive experience, seeks a position as commercial representative. Prepared to go abroad immediately provided that salary and conditions are satisfactory.

56. **R.S.**—A Canadian who served in France is about to take a business trip, during which he will visit England, France, and probably Switzerland, Spain, and Italy, and then proceed to North Africa and South Africa. He would like to represent Canadian manufacturing firms. He has had experience in selling engineering machinery, building supplies, etc., and would prefer to represent that class of manufacturers, but is willing to undertake any commission.

57. **R.S.**—Ex-naval officer (Accountant Branch), full war service, seventeen years resident in Canada, with banking experience, visiting London on business early in May, and would be glad to execute commissions of any kind that will bear the closest investigation.

58. **R.S.**—Returned officer, single, desires to represent Canadian manufacturer in Italy, from whence he has recently returned. Speaks Italian and French, and is conversant with Italian trade and customs.
and will cover seven countries on his trip.

59. **R.S.**—A returned business man, aged 43, very active, who qualified for a commission with staff duties, from the ranks, with over three years' service in Canada, England, and France, C.E.F., will entertain proposals for agency proposals. Now established as manufacturers' agent for foreign and domestic markets, general importing and exporting. His business training covers over twenty years' experience with representative concerns in New York city, Pittsburg, and elsewhere. He has thorough working knowledge of import and export technique, gained by operations from the ports of New York, Vancouver, and Victoria. Particularly desires Eastern Canadian connections in machinery and metal products for sale in British Columbia or as manufacturers' export agent at Pacific seaboard. Can also use desirable connections in the Far East to mutual advantage.

60. **R.S.**—A Canadian who served four years overseas is at present acting as travelling salesman for a wholesale stationery company in Canada, but proposes to leave shortly for London, England, with the intention of opening up an agency there. He would like to get into communication with Canadian manufacturers who require representation.

61. **R.S.**—Ex-officer, graduate of McGill University in arts and law, with extensive experience in mortgage, land, and insurance organization, good linguist, with

knowledge of Spanish and Portuguese, wishes to go to South America as representative of export firms.

62. R.S.—Two returned soldiers who are carrying on a commission business in New Westminster, B.C., would like to secure agencies for Canadian manufactures. They are especially interesting in woodworking industries.

63. R.S.—A returned soldier well acquainted with wholesale shipping and manufacturing firms in the United Kingdom, where he was a manufacturers' agent prior to 1912, proposes establishing in the United Kingdom an agency for Canadian goods. He has financial backing to the extent of $50,000, and has arranged for some Canadian agencies, but wishes to secure additional agencies for both manufactured goods and food products.

64. R.S.—Returned soldier, good business training, well connected in Scotland, holding teacher's certificate in Scotland and possessing tact, fluency, and executive ability, desires to represent manufacturer in British Empire. Unmarried.

65. R.S.—Returned soldier, Belgian born, formerly employed as interpreter on headquarters staff, intends visiting Europe on business. Would undertake commissions or the selling of goods on a commission basis. Speaks four languages fluently.

66. R.S.—A former officer of the Canadian Expeditionary Force, with experience as general sales agent and pre-war connections in England and Belgium, is leaving for Brussels in October and seeks representation for any Canadian firms interested. Would also undertake special commissions and inquiries on behalf of Canadian manufacturers.

67. R.S.—Two Canadian officers who served for three years in the British Army in Mesopatamia have established themselves as merchants in Bagdad, Mesopatamia. They would like to get in touch with Canadian exporters both of food products and manufactured goods. They are particularly interested in wire fencing and reinforced concrete posts, brick-making machinery, fuel oil engines from 20 to 40 horse-power with centrifugal pump for irrigation with lift of 25 feet.

68. R.S.—Ex-officer of the Imperial Army, now repatriated and established as importer and exporter in Toronto, wishes to be placed in touch with manufacturers who are considering the Indian market. Served in the Indian theatre for three years, and had the opportunity for studying Indian industry after the armistice.

69. R.S.—Representation in Central and South America: Captain in Canadian Expeditionary Forces, four years active service overseas, wishes to secure representation of Canadian manufacturers who are disposed to open commercial relations in Central and South America. At present connected with large American export firm. Recently returned from a trip to Central and South America, where prospects looked very good for Canadian goods. Spent several years in this territory previous to going overseas. Speaks English, Spanish and French. Best references furnished.

USE OF PEAT AS FUEL ON SWEDISH RAILWAYS.

(Consul General Dominic I. Murphy, Stockholm, in United States Commerce Reports.)

Interesting trials to test the possibilities of peat as fuel for locomotives have been in progress for some months on several railways in Sweden. The reports so far show favourable results. One privately-owned railroad in southern Sweden, 412 kilometres (256 miles) in length, has found peat so practical for steam purposes that the management believes the road can dispense entirely with coal. The State railways have likewise been testing peat for steam purposes, with good results, and have on a limited scale adopted it for fuel. For some years the State railways have been operating a factory for the production of peat powder, which is said to make an excellent fuel.

In Sweden, where there are 10,000,000 acres of peat bogs, with an average depth of 6-6 feet, the substitution of peat for coal would add enormously to the national wealth. Every acre of peat bog yields nearly 1,000 tons of prepared peat.

PROPOSED SAILINGS FROM CANADIAN PORTS.*

Subject to change without notice.

From Quebec.

To Liverpool.—*Victorian,* C.P.O.S. Line, about September 1; *Empress of France,* C.P.O.S. Line, about September 8; *Empress of Britain,* C.P.O.S. Line, about September 15; *Prince Frederick Wilhelm,* C.P.O.S. Line, about September 22; *Victorian,* C.P.O.S. Line, about September 29.

From Montreal.

To Liverpool.—*Dominion,* White Star-Dominion Line, about September 4; *Minnedosa,* C.P.O.S. Line, about September 11; *Megantic,* White Star-Dominion Line, about September 18; *Metagama,* C.P.O.S. Line, about September 18; *Canada,* White Star-Dominion Line, about September 25; *Corsican,* C.P.O.S. Line, about September 25.

To London.—*Lubeck,* Cunard Line, about August 31; *Verentia,* Cunard Line, about September 7; *Lexington,* Manchester Liners, about September 9; *Bothwell,* C.P.O.S. Line, about September 11; *Venusia,* Cunard Line, about September 14; *Scotian,* C.P.O.S. Line, about September 24; *Mottisfont,* C.P.O.S. Line, about September 24.

To Glasgow.—*Canadian Warrior,* Canadian Government Merchant Marine, Ltd., about September 3; *Sicilian,* C.P.O.S. Line, about September 8; *Cassandra,* Anchor-Donaldson Line, about September 11; *Pretorian,* C.P.O.S. Line, about September 17; *Cabotia,* Cunard Line, about September 21; *Saturnia,* Anchor-Donaldson Line, about September 25.

To Newcastle-on-Tyne.—*Cairndhu,* Thomson Line, about September 6.

To Plymouth.—*Kamarima,* Fracanda Line (Canada Steamship Lines, general agents), about September 10.

To Southampton.—*Grampian,* C.P.O.S. Line, about September 10.

To Avonmouth Dock (Bristol).—*Turcoman,* Dominion Line, about September 8; *Montcalm,* C.P.O.S. Line, about September 17; *Vellavia,* Cunard Line, about September 18.

To Cardiff and Swansea.—*Canadian Voyageur,* Canadian Government Merchant Marine, Ltd., about August 31.

To Manchester.—*Manchester Brigade,* Manchester Liners, about September 9; *Manchester Hero,* Manchester Liners, about September 18; *Manchester Mariner,* Manchester Liners, about September 30.

To Hull.—*Mendip Range,* Furness Line, about September 5.

To Leith.—*Cairnmona,* Thomson Line, about August 31; *Cairndhu,* Thomson Line, about September 25.

To Dublin.—*Ramore Head,* Head Line, about September 12.

To Belfast.—*Fanad Head,* Head Line, about September 4; *Melmore Head,* Head Line, about September 5; *Ballygally Head,* Head Line, about September 10.

To Antwerp.—*Grampian,* C.P.O.S. Line, about September 10.

To Rotterdam.—*Ramore Head,* Head Line, about September 12.

To Hamburg.—*Ramore Head,* Head Line, about September 12.

To Havre.—*Kamarima,* Fracanda Line (Canada Steamship Lines, general agents), about September 10; *Scotian,* C.P.O.S. Line, about September 24.

To Bordeaux.—*Mississippi,* Fracanda Line (Canada Steamship Lines, general agents), about September 10.

To Sweden.—*Bia,* Manchester Liners, early September.

**These sailings are not complete, but are compiled from lists of prospective sailings supplied by shipping companies.*

To South Africa (Cape Town, Port Elizabeth, East London, Durban, and Delagoa Bay).—*New Brunswick*, Elder-Dempster Line, about September 15.

To West Africa (Dakar, Sierre Leone, Seecondee, Accra, Lagos, etc.).—*Melville*, Elder-Dempster Line, about September 15.

To Australasian Ports (Melbourne, Sydney, Auckland, Wellington, and Dunedin).—*Gambada*, New Zealand Shipping Co., Ltd., about September 15.

To Rio de Janeiro, Montevideo, and Buenos Aires.—*Canadian Seigneur*, Canadian Government Merchant Marine, Ltd., about September 10.

To Kingston (Jamaica).—*Canadian Adventurer*, Canadian Government Merchant Marine, Ltd., about September 3.

To Santiago de Cuba.—*Canadian Adventurer*, about September 3.

To India and Far Eastern Ports.—*Canadian Pioneer*, Canadian Government Merchant Marine, Ltd., about August 30; *City of Agra*, Ellerman-Bucknalls, about September 8; *Halesius*, Houston Line, about September 25; *City of Melbourne*, Ellerman-Bucknalls, about October 10.

From St. John.

To Barbados, Trinidad, Demerara, and British West Indies.—*Caraquet*, Royal Mail Steam Packet Co., about September 5.

From Halifax.

To British West Indies.—*Chignecto*, Royal Mail Steam Packet Co., about September 3.

From North Sydney.

To St. John's, Nfld.—*Sable I.*, Farquhar & Co., Ltd., about September 4.

From Vancouver, B.C.

To Australia and New Zealand.—*Canadian Winner*, Canadian Government Merchant Marine, Ltd., about September 15; *Niagara*, Canadian-Australian Line, about September 15; *Tahiti*, Canadian-Australian Line, about September 20.

To Yokohama, Kobe, Nagasaki, Hong Kong, and Manila.—*Ixion*, Blue Funnel Line, early September.

To Yokohama, Kobe, Moji, Shanghai, and Hong Kong.—*Monteagle*, C.P.O.S. Line, about September 16.

To Yokohama, Kobe, Nagasaki, Shanghai, Hong Kong and Manila.—*Empress of Russia*, C.P.O.S. Line, about September 23.

To Yokohama, Kobe, Nagasaki, Shanghai, and Hong Kong.—*Empress of Japan*, C.P.O.S. Line, about October 12.

To Yokohama, Moji or Nagasaki, Shanghai, Manila and Singapore.—*Methven*, C.P.O.S. Line, about October 10.

To Karatsu, Shanghai, Hong Kong, and Singapore.—*Bessie Dollar*, Dollar Steamship Lines, about September 29.

To Shanghai, Hong Kong, and Singapore.—*Melville Dollar*, Dollar Steamship Lines, about October 10.

SPARE PUBLICATIONS.

The Department of Trade and Commerce has on hand at present spare copies of a considerable number of publications which it would be glad to forward to any one in Canada desiring them, without charge, so long as the supply lasts. In some cases only single copies are available. Applications from libraries, universities, boards of trade or similar organizations will be given the preference. Applications should be addressed to "The Supplies Branch, Department of Trade and Commerce, Ottawa."

The demand for the spare publications heretofore listed has been very great and the supply in many cases exhausted within a day or so of the publication of the *Weekly Bulletin.*

Correspondents should confine their applications solely to the list given below. If other publications are desired a separate letter should be written.

Canada Grain Act, with Amendments, 1912.
Canadian Economic Commission to Siberia, 1919.
Census of Canada:
1901, Vol. 1, Population; 1911, Vol. 2, Religious Origins; 1890-91, Vol. 3; 1890-91, Vol. 4.
Census of the Northwest, 1885.
Census of the Northwest Provinces, Population and Agriculture, 1906.
Census of Statistics Monthly:
Vols. 7 and 8, 1914-15; Vols. 9 and 10, 1915-16.
China and Japan, 1914.
Chinese Markets for Canadian Products, 1919.
Coal Fields of Nova Scotia, 1909.
Dominion Election Act, 1917.
Final Report of the Fuel Controller, 1919.
German War and its Relation to Canadian Trade, 1914.
Grain Inspection in Canada, 1914.
Handbook for Export to South America, 1915.
Imperial Year Book, 1917-18.
Jubilee of Confederation, 1917. (English).
List of Licensed Elevators and Warehouses, 1919-1920.
Report of the Board of Grain Commissioners for Canada, 1917-1918.
Report on the Need for the Suppression of the Opium Traffic in Canada, 1908.
Royal Commission on Grain Trade in Canada, 1906.
Royal Commission on a Dispute between the Bell Telephone Company and Operators at Toronto, 1907.
Russian Trade, 1916.
Special Trade Commission to Great Britain, France, and Italy, 1916.
The Royal Commission re the Alleged Employment of Aliens by the Pere Marquette Railway in Canada, 1905.
Timber Export Trade of Australia, 1917.
Canadian Economic Commission to Siberia, 1919.
Trade after the War, 1916.
Trade with South China, 1919.
Trading in Spain, 1920.
Trial Shipments of Buckwheat via Panama Canal to the United Kingdom, 1918.
Wholesale Prices of Canada, 1910.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

G. B. Johnson, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rua Gonçalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

H. A. Chisholm, Canadian Government Trade Commissioner, 501 and 502, Teniente Rey 11, Havana. Casa de Correo—Apartado 1290. *Cable Address, Cantracom.*

France.

Hercule Barré, Canadian Government, Trade Commissioner, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland and Belgium.

A. Stuart Bleakney, Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

India.

H. R. Poussette, Canadian Government Trade Commissioner, c/o H. M. Trade Commissioner, 6 Royal Exchange Place, Calcutta.

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, vie Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; office 50-B Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Westminster House, Adderley Street, Cape Town. *Cable Address, Cantracom.*

South Eastern Europe.

L. D. Wilgress, Canadian Government Trade Commissioner, Athenee Palace Hotel, Bucharest. *Cable Address, Canadian.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commisioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing. London.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

J. Vernon McKenzie, Canadian Government Trade Commissioner, 37 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address Sontums.*

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

W. C. Noxon, Director, Overseas Trade Branch of the Department of Trade and Commerce, 1 Regent Street, S.W. 1, Eng. *Cable Address, Canmission.*

United States.

John A. Cooper, Director Dominion Bureau of Information, 1463 Broadway, New York City.

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:
Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:
Valparaiso, British Consul General.

Colombia:
Bogota, British Consul General.

Ecuador:
Quito, British Consul General.
Guayaquil, British Consul.

Egypt:
Alexandria, British Consul General.

France:
Havre, British Consul General.
Marseilles, British Consul General.

India:
Calcutta. Director General of Commercial Intelligence.

Italy:
Genoa, British Consul General.
Milan, British Consul.

Mexico:
Mexico, British Consul General.

Netherlands:
Amsterdam, British Consul.

Panama:
Colon, British Consul.
Panama, British Vice-Consul.

Peru:
Lima, British Vice-Consul.

Portugal:
Lisbon, British Consul.

Spain:
Barcelona, British Consul General.
Madrid, British Consul.

Sweden:
Stockholm, British Consul.

Switzerland:
Geneva, British Consul.

Uruguay:
Monte Video, British Vice-Consul.

Venezuela:
Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 248 St. James Street, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows: H.M. Trade Commissioner, 6 Royal Exchange Place, Calcutta, India, that of the Commissioner for the Straits Settlements is: Mr. A. F. G. Anderson, H.M. Trade Commissioner, Singapore, Straits Settlements.

LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE DEPARTMENT OF TRADE AND COMMERCE.

(Revised to September 15, 1919.)

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report re Mail Subsidies and Steamship Subventions.
Canada and the British West Indies (1915). (Out of print.)
Canada The Country of the Twentieth Century (1915). (Out of print.)
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Report of the Canadian Economic Commission (Siberia), 1919.
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Russian Trade (1916).
Trade of South China (1919).
Trade with China and Japan (1914).
Timber Import Trade of Australia (1917).
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Toy Making in Canada (1916).
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

BUREAU OF STATISTICS PUBLICATIONS.

Annual Report of the Trade of Canada.
Annual Report on the Coal Trade of Canada (1918).
Annual Report on the Grain Trade of Canada.
Beet Sugar Industry (The), (1908).
Canada Year Book (The), (Annual).
Criminal Statistics (Annual).
Directory of the Chemical Industries in Canada (1919).
Monthly Bulletin of Agricultural Statistics.
Monthly Coal Statistics.
Monthly Cold Storage Statistics.
Monthly Report of the Trade of Canada.
Report of the Fifth Census of Canada:
- Vol. I. 1912, Areas and Population by Provinces, Districts and Sub-districts, with introductions, etc. (Out of print.)
- Vol. II, 1913, Religions, Origins, Birthplace, Citizenship etc.
- Vol. III, 1913, Manufactures, 1911.
- Vol. V, 1915, Forest, Fishery, Fur, etc.
- Vol. IV, 1914, Agriculture, 1911 (Out of print.)

Report on the Census of Industry, 1917:
- Part I. Agricultural Statistics.
- Part II. Dairy Factories.
- Part III. Fisheries.
- Part IV. Section I, Lumber, Lath, Shingles, etc.
- Part IV, Section II, Pulp and Paper.
- Other parts in preparation.

Report of Census of Prairie Provinces (Population and Agriculture), 1916.
Report of Conference on Vital Statistics, June, 1918.
Report of Postal Census of Manufactures, 1916.
Special Report on Foreign Born Population.

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VOL. XXIII. SEPTEMBER 6, 1920 No. 866

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

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Prince's Dock, Bombay (See page 693.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA
THOMAS MULVEY
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1920

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa. Monday, September 6, 1920. No. 866.

HALF-YEAR'S TRADE OF THE UNITED KINGDOM WITH OVERSEAS COUNTRIES.

TRADE COMMISSIONER HARRISON WATSON.

London, August 16, 1920.—The value of the six months' trading of the United Kingdom with all countries, as has already been reported, shows a heavy increase over the figures for the first half-year of 1919, but it seems advantageous to again reproduce it here, with similar statistics for 1913 and 1919:—

	Six months ended June, 1913.	Six months ended June, 1919.	Six months ended June, 1920.
Imports	£ 378,746,000	£ 716,787,426	£ 1,033,334,684
Exports (British)	257,060,551	334,756,132	637,466,884
Re-exports	59,050,834	55,434,295	135,891,048
	£ 694,857,385	£ 1,106,977,853	£ 1,806,692,616

Following our usual custom, a table giving the details of imports, exports, and re-exports, with a selected list of principal countries, has been prepared and follows hereafter, but as a preliminary, it appears interesting to indicate separately the figures of trade with the British Empire and with foreign countries, which discloses the somewhat surprising position that the present proportion of Imperial trade (32·82 per cent) is actually less than the 35·15 per cent of the first six months of 1913.

UNITED KINGDOM TRADE WITH BRITISH EMPIRE.

	Six months ended June, 1913.	Six months ended June, 1919.	Six months ended June, 1920.
Imports	£ 94,859,991	£ 261,899,388	£ 313,887,407
Exports (British)	95,248,506	87,827,522	233,527,552
Re-exports	7,036,852	2,934,112	13,172,525
	£ 197,145,349	£ 352,661,022	£ 550,587,484

UNITED KINGDOM TRADE WITH FOREIGN COUNTRIES.

Imports	£ 283,900,222	£ 455,135,091	£ 719,447,277
Exports (British)	95,248,506	87,827,522	223,527,552
Re-exports	52,013,982	52,500,183	122,718,523
	£ 497,726,249	£ 754,563,884	£ 1,256,105,132

It is apparent, however, that this is largely due to the huge value of imports which still continue to come in from the United States, and which, although gradually decreasing, still supply about 30 per cent of the total imports from all sources.

It is a consolation, however small, from the British point of view, that the value of exports of British products to the United States has increased from £10,607,035 in 1919 to £42,281,724 in the first six months of 1920, and as industry gradually re-establishes itself throughout the world, this discrepancy is sure to remedy itself.

A notable feature of the present position is the resumption of business with Germany, of which, however, imports from the United Kingdom represent two-thirds of the total value, a distinct change from the pre-war situation.

Imports aggregating £12,209,916 from Russia are also worthy of note.

As regards Canada, it will be observed that whereas exports to the Dominion have increased more than threefold, imports from Canada have fallen away by nearly one-third.

THE JULY FIGURES.

As the general trading for the first half-year of 1920 was only recently comprehensively analysed, there would ordinarily be no necessity to make reference to the July figures.

Another large increase in the value of British exports, which were £21,099,554 in excess of those of June, accompanied by a reduction of £7,143,879 in the value of imports has, however, created such general satisfaction that some special notice seems called for.

Not only is the value of the total exports a record in the history of the country (£155,300,383), but the result of July's operations is a great reduction in the adverse balance of trade from £34,014,952 in June to £8,041,968 in July.

INVISIBLE EXPORTS.

In connection with this trade balance, it is well known that although the value of the exports of the United Kingdom is always less than that of the imports, previous to the war the deficiency was greatly exceeded by money that came into the country in the shape of dividends on overseas investments and services rendered by the United Kingdom in shipping and other directions, which in view of their never being actually shown in the balance sheet, are described as "invisible exports."

This source of income notoriously declined during the war, partly owing to the necessity of selling foreign securities.

The position of affairs has consequently aroused considerable curiosity, and in order to meet this, the *Board of Trade Journal* last January published a carefully prepared estimate of the value of invisible exports in the year 1919, which greatly reduced the unfavourable balance disclosed by the figures alone.

This has been followed by the publication of a further estimate which not only covers the half-year elapsed, but also the period July to December.

In reproducing the results of the investigation, the figures for the second half-year of which it is stated have been arrived at upon the supposition that events will continue to progress according to present indications, it is stated that the main sources of these invisible exports are: income from public and private investments abroad; earnings accruing for the commercial services of mercantile houses; the earnings of shipping; and a variety of miscellaneous services.

Invisible Exports.

	1920	
	January-June, 1920. £ million.	July-December, 1920. £ million.
Net income from..	60	60
Investments abroad..	230	210
Net shipping earnings..	20	20
	310	290
Excess of Imports of merchandise, coin and bullion..	240	180
Balance..	70	110

These estimates, if correct, will give the United Kingdom a credit balance of exports (visible and invisible) over imports of 70 millions for the first half of the year and 110 millions for the second half, a total credit balance for the year of 180 millions.

Table Showing Trade of the United Kingdom—i.e. Imports, Exports (the Produce of the United Kingdom), and Re-exports (the Produce of Foreign Countries and other portions of the British Empire)—with the Countries indicated, for the half-year ended June 30, of the years named.

	1913.	1919.	1920.
	£	£	£
Canada—			
Imports	10,938,256	48,243,296	33,973,656
Exports	12,007,028	6,270,529	21,169,988
Re-exports	1,850,823	514,306	3,628,412
Total	24,796,107	55,028,131	58,772,056
Australia—			
Imports	19,912,872	54,172,896	59,905,892
Exports	17,137,381	13,923,996	24,335,598
Re-exports	1,746,932	609,774	2,665,717
Total	38,797,185	68,706,666	86,907,207
Union of South Africa—			
Imports	6,886,922	11,740,843	13,658,607
Exports	10,754,249	9,806,247	22,422,687
Re-exports	939,593	240,700	2,387,136
Total	18,580,764	21,787,790	38,468,430
British West Indies—			
Imports	1,292,538	5,650,965	8,830,614
Exports	957,208	797,280	2,222,178
Re-exports	180,434	40,716	230,510
Total	2,430,180	6,488,961	11,283,302
British India—			
Imports	20,712,977	45,635,733	59,817,963
Exports	34,264,021	27,128,142	83,358,083
Re-exports	778,597	308,965	1,256,714
Total	55,755,595	73,072,840	144,432,760
Egypt—			
Imports	11,546,556	23,850,344	51,170,150
Exports	4,720,653	7,492,301	20,388,832
Re-exports	76,365	109,519	904,664
Total	16,343,574	31,452,164	72,463,646
France—			
Imports	23,927,559	19,884,153	40,843,462
Exports	14,868,143	75,060,068	75,869,220
Re-exports	6,336,377	13,605,342	28,368,435
Total	45,132,079	108,549,563	145,081,117
Russia—			
Imports	14,992,376	1,815,124	12,209,916
Exports	7,161,811	2,634,156	5,086,970
Re-exports	5,141,500	1,141,000	2,955,712
Total	27,295,687	5,590,280	20,252,598
Belgium—			
Imports	11,635,726	754,316	24,702,359
Exports	6,823,787	19,046,967	28,111,364
Re-exports	3,658,396	5,423,813	12,095,463
Total	22,117,909	25,225,096	64,909,186

TABLE SHOWING TRADE OF THE UNITED KINGDOM, ETC.—*Continued.*

	1913. £	1919. £	1920. £
Italy—			
Imports	4,177,945	6,723,573	10,570,264
Exports	7,675,437	11,711,083	21,774,899
Re-exports	484,007	2,275,189	3,391,919
Total	12,337,389	20,709,845	35,737,082
Sweden—			
Imports	5,912,703	12,575,277	23,752,730
Exports	3,901,434	8,969,901	20,984,535
Re-exports	601,838	1,979,220	2,901,025
Total	10,415,975	23,524,398	47,638,290
Norway—			
Imports	3,864,705	8,462,498	13,025,175
Exports	3,268,161	11,069,197	14,847,575
Re-exports	295,524	822,646	969,542
Total	7,428,390	20,354,341	28,842,292
Netherlands—			
Imports	11,305,669	5,117,610	18,311,145
Exports	7,991,566	11,742,642	22,344,881
Re-exports	2,753,213,	11,158,809	6,924,536
Total	22,050,448	28,019,061	47,580,562
Denmark—			
Imports	11,318,103	2,119,550	14,297,884
Exports	2,825,293	16,342,293	15,576,116
Re-exports	277,640	3,645,099	2,347,532
Total	14,421,036	22,106,942	32,221,532
Switzerland—			
Imports	5,741,172	4,964,867	20,072,293
Exports	2,093,010	7,234,431	6,493,217
Re-exports	517,754	388,788	1,694,221
Total	8,351,936	12,585,086	28,259,731
Greece—			
Imports	579,029	4,145,386	2,135,799
Exports	1,106,978	2,622,716	7,246,718
Re-exports	23,609	113,619	304,150
Total	1,709,616	6,881,721	9,686,667
Spain—			
Imports	7,301,049	17,298,499	20,151,653
Exports	4,504,560	4,955,264	8,263,662
Re-exports	427,288	763,095	1,923,905
Total	12,232,897	23,016,858	30,339,220
Portugal—			
Imports	1,425,230	6,282,427	4,164,004
Exports	1,789,851	2,804,058	5,114,795
Re-exports	421,625	467,771	879,267
Total	3,636,706	9,554,256	10,158,066
United States—			
Imports	69,552,540	249,637,100	311,331,946
Exports	13,930,420	10,607,035	42,281,724
Re-exports	16,503,949	7,519,746	38,448,712
Total	99,986,909	267,763,881	392,062,382

Table Showing Trade of the United Kingdom, etc.—*Concluded.*

	1913. £	1919. £	1920. £
Argentina—			
Imports	23,553,625	33,095,152	70,003,753
Exports	11,266,739	9,190,260	18,260,050
Re-exports	376,259	74,282	355,214
Total	35,196,623	42,359,694	88,619,017
Brazil—			
Imports	6,287,748	6,142,830	8,289,759
Exports	6,711,189	4,710,814	4,783,955
Re-exports	273,909	117,251	275,224
Total	13,272,846	10,970,695	13,348,938
China—			
Imports	2,149,066	8,540,381	12,709,616
Exports	7,101,750	7,135,119	18,600,904
Re-exports	83,204	39,302	190,164
Total	9,334,020	15,714,802	31,500,684
Japan—			
Imports	2,137,953	13,141,691	12,853,000
Exports	6,055,390	4,984,979	14,453,587
Re-exports	174,124	656,585	1,288,789
Total	8,367,467	18,763,255	28,595,376
Germany—			
Imports	39,080,601	9,346	11,895,943
Exports	18,961,116	3,423,991	10,711,475
Re-exports	11,379,689	1,590,869	14,106,442
Total	69,421,406	5,024,206	36,713,860
Austria-Hungary—			
Imports	4,094,027	3,363	1,561,471
Exports	2,262,451	227,727	1,509,331
Re-exports	601,695	13,224	1,120,252
Total	6,958,173	244,314	4,191,054

APPLE CROP IN IRELAND.

Trade Commissioner J. Vernon McKenzie.

Belfast, August 4, 1920.—The apple crop is generally a failure. The crop does not appear to have done well anywhere except in particularly sheltered positions, and in the case of a limited number of young orchards. The Department of Agriculture and Technical Instruction for Ireland reports that this is the worst apple season for years. In many old orchards there is practically no fruit at all.

The varieties that have done fairly well are: Worcester Pearmain, Bramleys, Lane's Prince Albert, and James Grieve. The early spring brought out bloom prematurely, and the night frosts in April and May were very injurious. In addition, there were windstorms in the first week in May which did very great damage. Late winter varieties in general show very bad yields.

Since then a great deal of mischief has been done by the apple-sucker and the codlin moth, and canker and brown rot of buds have also been in evidence.

Pears, like apples, are a very poor crop, though not so great a failure.

£8,000,000 FUSION OF IRON AND STEEL INTERESTS IN SCOTLAND.

Trade Commissioner J. Vernon McKenzie, Glasgow, writes as follows under date August 10 on a fusion of iron and steel interests in Scotland:—

It has been announced by Lord Pirrie (of Harland & Wolff's, Belfast) that this firm has just concluded an agreement whereby it will acquire a controlling interest in Messrs. David Colville & Sons, Limited, iron and steel makers, of Motherwell, Scotland. The purchase price is said to be about £8,000,000. Messrs. Colville's output of steel is the largest in Great Britain; they have huge works in Motherwell and also extensive iron works in Ayrshire. In addition, the combine embraces the collieries of Russell & Co., Glasgow and Lanarkshire.

HANDLING GRAIN ON THE CLYDE.

Trade Commissioner J. Vernon McKenzie, Glasgow, writing on August 10 on grain handling on the Clyde, says:—

The Clyde trustees have approved of the erection at Glasgow of an auxiliary grain elevator with the capacity of 100 tons of grain per hour. When the elevator is in operation a vessel with 5,000 tons of grain will be able to unload in 3½ days against 4½ at present.

TRADE AND FISCAL NOTES FROM AUSTRALIA.

Assistant Trade Commissioner C. Hartlett.

Australian Apple Season, 1920.

Melbourne, Australia, July 22, 1920.—In view of the embargo on the importation of apples being no longer in existence, the following information regarding market conditions in Australia will prove of interest to British Columbia growers and exporters of apples.

The 1920 apple season in the Commonwealth was an excellent one and the production greater than usual. The total quantity exported from the Commonwealth during the season was 960,110 cases and was made up as follows:—

From state of Tasmania	524,870	cases.
From other Australian states	435,240	"
	960,110	"

The average contents of each case being 40 pounds net.

With the exception of about 200 cases shipped in December and January, the whole of these apples were shipped in the months of February to May, and were disposed of on the London market. The highest price which growers were able to obtain locally was one of 5s. ($1.21) per case f.o.b. Hobart offered by an English purchasing syndicate. This offer was refused, and, with the exception of a few thousand cases afterwards sold to an English firm at an average price of 5s. 10d. ($1.42) f.o.b. Hobart, all available supplies for which shipping space could be procured were consigned direct to London, where they realized 20s. 10d. ($4.97) per case. After deducting freight, cases and other charges, growers realized approximately 7s. 6d. ($1.82) per case.

It is understood that had a larger quantity than the 500,000 odd cases been shipped from Tasmania, the price would have been less. Growers in Australia proper, as

apart from Tasmania, also realized a gross return of 20s. 10d. ($4.97) on their consignments. Apples sold for local consumption did not realize more than 5s. ($1.21) per case to growers and this is about the net return now being received for stored apples.

It is estimated by reliable and expert authorities that, at the present time, there are 600,000 cases of apples in cool stores in Australia and 400,000 cases stored other than in cool stores, making a total of 1.000,000 cases. This quantity stored represents twice that stored this time last year and 25 per cent more than in 1918.

It may be stated that while cool stores for apples and other fruit are largely used on the mainland of the Commonwealth, yet it is singular that in Tasmania, where the best apples in the Southern Hemisphere are grown, there are no cool stores. Tasmanian growers simply have bins for storing apples and from time to time, according to market requirements, they sort out the fruit and put them in cases. The climatic conditions in Tasmania favour this method of handling in that there are no great extremes of either heat or cold.

Australian Public Finances.

According to a brief interim statement made by the acting treasurer, the Australian financial year ended June 30, 1920, has closed in a very satisfactory manner.

Customs and excise revenue exceeded the Budget estimate by nearly £4,000,000, the receipts from these sources having amounted to £21.640,000. It is understood that the higher duties under the new tariff, which came into operation on 25th March, were responsible for a portion of the increase, though increased prices were largely expressed in the additional amount received. The income tax yielded £12,850,000 or £2,350,000 more than was estimated, and a large increase over the previous year in postal revenue was also received. Other sources of revenue were relatively buoyant.

Notwithstanding large increases in war and old-age pensions, it is expected that the year's accounts would be balanced with £1,000,000 to £2,000,000 in excess of expenditure. Added to the carry over from 1918-19 of nearly £3,500,000, the new financial year will begin with approximately £5 500,000 in hand, which is to be appropriated towards the heavy expenditure still consequent on the war.

New Australian War Loan.

The prospectus of the new Australian war loan has been issued by the Government and gives the following details:—

The amount of the loan is £25,000,000 and the rate of interest 6 per cent. The interest is subject to Commonwealth income taxation, but is free of State taxation. The loan is for ten years and is repayable on December 15, 1930.

Subscribers may pay in full upon application or by instalments of 10 per cent upon application, 20 per cent on October 4, 1920, 20 per cent on November 1, 1920, 25 per cent on December 6, 1920, and 25 per cent on January 25, 1921. Subscribers have the privilege of converting at face value an equal amount of stock or bonds which they hold in previous war loans. As the earlier war loans were on the basis of 4½ per cent free of taxation it is anticipated that many investors in the new loan will also convert bonds of the old loans in order to obtain the higher rate of interest.

The loan is to be a voluntary one, but if the required amount is not received by that means, compulsion is to be brought into force against persons in a position to subscribe who are not holders of bonds of previous loans.

Sale of Australian Wool.

Owing to the Australian Government having on June 30, relinquished control of the wool industry, Canadian wool importers are advised that public auction sales in

Australia of the 1920 season's wool clip will commence in October next, and growers will dispose of their clips under the hammer to the highest bidder as was the method before the war.

The Central Wool Committee, formed by the Government at the outbreak of the war to control the sales of Australian wool to the British Government during the seasons 1916-17, 1917-18, 1918-19 and 1919-20, will therefore cease to exist as soon as certain wool at present in Australia and on the water has been finally dealt with.

Since the inauguration of official control of wool up to June 30, 1920, it is stated that the sum of £122,245,766 has been received by the Central Wool Committee, Melbourne, from the British Government and elsewhere for distribution in the Commonwealth.

A number of expert Australian wool buyers are now in Canada visiting the various manufacturers for whom (prior to Government control) they purchased in previous years the special requirements of Dominion woollen mills.

Increasing the Manufacture of Woollen Goods in Australia.

The high prices prevailing for some time past, and the difficulty of obtaining woollen goods of all kinds from the customary overseas sources of supply, have given a great impetus to the industry in Australia which, under normal conditions, was almost negligible in importance. Many new mills have recently been established and almost daily suggestions are being made for the erection of additional mills in country towns in the centre or close to districts in which the better class of wool is grown.

A combination of returned soldiers is now endeavouring to establish woollen mills at Geelong (45 miles from Melbourne), the capital for which it is hoped will be subscribed from the war gratuity to be paid to men who have seen active service abroad. At present the necessary skilled labour is difficult or almost impossible to obtain, but it is the hope of those engaged in the industry that in the near future immigration from textile centres in the United Kingdom may be induced to supply the deficiency in numbers and skill.

An ambitious scheme has been proposed by the Director of the Australian Bureau of Commerce and Industry that a company should be formed with a capital running into millions sterling, supplied chiefly by wool growers, woollen distributors, and the public for the purpose of manufacturing locally at least one-third of the wool produced in Australia. This proposal has been very favourably commented upon by those interested, as it is realized that if the scheme could be worked on a large scale it would have a better chance to succeed than a small enterprise and be of great national importance if brought to a successful issue.

Wheat Prices in Australia.

Recent beneficial rains have caused a modification of the policy of conserving existing supplies of unsold wheat in Australia for local consumption. The Australian Wheat Board therefore decided to make available to millers a moderate quantity of wheat of fair average quality for private export of flour. The price fixed for the wheat was 16s. ($3.89) per bushel, which is officially stated to be the highest price yet obtained in Australia.

The price at present required by the Wheat Board in this state of Victoria for wheat to be converted into flour for the Pacific Islands and for ships' stores is 13s. 6d. ($3.28) per bushel. The price for local consumption was increased in January last from 6s. 6d. ($1.58) to 7s. 8d. ($1.87) per bushel, the increase to operate until the end of the present year. In June, however, when there was a great demand for fodder for starving stock, the price of first grade feed wheat in Victoria was raised to 8s.

6d. ($2.07) per bushel, or 10d. (20 cents) per bushel more than the price of wheat for human consumption.

As the mail closes, it is reported, on reliable authority, that several thousands of tons of f.a.q. wheat have been sold for export to South Africa on the basis of 16s. ($3.89) per bushel f.o.b. steamer Melbourne.

Scarcity of Newsprint in Australia.

High prices of newsprint, and the difficulty of obtaining supplies from the usual oversea sources, have caused such a serious position in Australia that the matter of local production is receiving the attention of the Commonwealth Parliament. Many experiments with Australian raw material have been conducted in recent years, but although no satisfactory results have yet been achieved so far as newsprint and other papers are concerned, the hope that a suitable pulp will ultimately be produced has not been abandoned.

The desirability of making further experiments is looked upon as a matter of urgency by the Government and proposals for bounties for locally manufactured paper are now under consideration.

New Shipping Service to Australia.

The United Netherlands Navigation Company, which is said to control all the principal Dutch steamship companies, including the Netherlands Steamship Company, the Rotterdam Lloyd Steamship Company, the Holland-American line, the Java China line and the Royal Packet Navigation Company, is establishing a regular service of cargo steamers between Europe and Australia.

Steamers are to be sent to Australia regularly, probably once a month, from Rotterdam via Antwerp, Lisbon and Genoa. The Suez Canal route will be followed, and the Australian ports of call are to be Fremantle, Adelaide, Melbourne and Sydney. The first vessel to begin the service is scheduled to leave Rotterdam during the latter part of August next.

SOUTH AFRICA'S IMPORTS.

Trade Commissioner W. J. Egan.

IX.

Wood or Manufactures of Wood.

Cape Town, June 23, 1920.—This section of the annual review of imports into the South African Union deals entirely with wood or manufactures of same. So that a better judgment may be made in reference to Canadian imports, the statistical office have added a new entry which covers the import of spruce.

As will be seen by the following tables, Canada's big trade with this country is on pine (which includes Douglas fir) and spruce. Another new entry for this year is three-ply wood, which, while it does not give the several kinds of wood, will be of value in gauging the country's possibilities for the three-ply panelling. The demand for this is for building purposes, and in a big way for the manufacture of furniture, which is one of the big industries in South Africa.

Beaverboard is also in big demand for building purposes. It may be stated here that the shipping conditions, more particularly on the Pacific coast, have been

a big handicap in Canada's export trade in lumber to South Africa, as the orders placed were much greater than shipments made.

Poplar.

	Quantity 1913. Cu. ft.	Quantity 1919. Cu. ft.	Decrease or Increase.	Value 1913. $	Value 1919. $	Decrease or Increase. $
Total for Union	98,657	31,216	— 67,441	60,000	47,550	— 12,450
Canada	1,723	.....	— 1,723	1,300	.....	— 1,300
United States	92,969	29,719	— 65,250	56,000	45,540	— 10,460
United Kingdom	3,951	1,497	— 2,454	1,500	2,010	+ 510

Poplar is used in the carriage-building trade, and is carried by a great number of general dealers who handle shelving only. The decrease in quantity is due only to the fact that the orders for same have not been filled.

Oak.

	Quantity 1913. Cu. ft.	Quantity 1919. Cu. ft.	Decrease or Increase.	Value 1913. $	Value 1919. $	Decrease or Increase. $
Total for Union	152,000	165,562	+ 13,562	95,500	192,100	+ 96,600
Canada	470	1,500	+ 1,030	480	1,230	+ 750
United States	124,758	155,878	+ 31,120	78,700	180,800	+102,100
United Kingdom	2,966	50	— 2,916	1,900	95	— 1,805
Japan	16,998	8,078	— 8,920	5,000	9,900	+ 4,900
Australia	1,526	56	— 1,470	1,500	45	— 1,455

During the war Japan increased its exports of oak to South Africa. In 1917, out of a total of 157,728 cubic feet, Japan shipped 122,832 cubic feet, and in 1918, 119,956 cubic feet.

China came into the market, shipping in 1916, 35,414 cubic feet.

The United States have almost always held the great bulk of the trade, and from the figures of 1918 and last year would seem to be once more in a position to supply in quantity.

Pine.

	Quantity 1913. Cu. ft.	Quantity 1919. Cu. ft.	Decrease or Increase.	Value 1913. $	Value 1919. $	Decrease or Increase. $
Total for Union	9,559,316	4,084,093	—5,475,221	644,040	399,140	—244,860
Canada	644,040	399,141	+ 392,000	151.000	224,775	—244,899
United States	2,086,555	1,025,663	—1,060,892	521,000	571,550	+ 50,550
United Kingdom	322	720	+ 398	170	340	+ 170
Sweden	4,542,563	2,024,501	—2,518,062	1,254,000	1,700,400	+447,000
Norway	1,918,774	260,701	—1.658,013	503,000	227,000	—276,000
Russia	343,140	.....	— 343,140	75,800	.....	— 75,800
Finland	.....	373,080	+ 373,080	.....	200,335	+200,335

The figures quoted in above table include Douglas fir from Canada and the United States; the latter country has pitch-pine included as well.

While shipments from Sweden during the war were not nearly so big as before the war, their smallest exports of pine to South Africa were 1,262,452 cubic feet in 1918. There are quite a number of offers for supply from the Baltic and a good quantity has been booked.

Norway's trade pre-war averaged annually 1,650,000 cubic feet.

Spruce, which in the past was included in the n.o.d. table, is now shown separately. Canadian spruce is appreciated for its regularity of cut to dimensions. It is used extensively in South Africa for the manufacture of box shooks. The total import last year was 393,611 cubic feet, for a value of $196,475, of which from Canada there was imported 392,014 cubic feet, valued at $188,665; the balance was from the United States.

In other lumber unmanufactured, which does not include any of the woods already reviewed, the total imports pre-war averaged 1,500,000 cubic feet. From 1914, when imports were 975,000 cubic feet, the imports have dropped each year to the low figure of 86,031 cubic feet last year.

Canada's share of this entry in the past was evidently on spruce, as for the last year Canada is not credited with any quantity or value. The principal sources of supply in other unmanufactured wood were the United States and Portuguese East Africa.

Flooring and Ceiling.

	Quantity 1913. Cu. ft.	Quantity 1919. Cu. ft.	Decrease or Increase.	Value 1913. $	Value 1919. $	Decrease or Increase. $
Total for Union	3,962,963	1,036,561	—2,926,402	1,129,000	995,300	—134,000
Canada	28,473	18,383	— 10,090	13,000	13,560	560
United States	29,447	3,666	— 25,781	20,700	2,830	— 17,870
United Kingdom	.....	150	150	.....	120	120
Sweden	2,830,614	754,644	—2,075,970	867,000	713,350	—153,750
Norway	1,026,397	216,664	— 809,753	313,000	234,930	— 78,070
Russia	39,421	.....	— 39,421	10,600	.....	— 39,421
Finland	.....	42,304	42,304	.....	28,700	28,700

The great bulk of this trade has always been from the Baltic, which is sold and shipped on certain grades, and this is always a guarantee to the purchaser here, who often sells "to arrive."

The greater part of these shipments from the Baltic are on the lower grades with countless knots, but the dimensions are cut to actual order, with little or no tapering.

It is a question if the imports of this article in lumber will ever grow beyond the pre-war figures, as the use of wallboards, three-plys and other sheathings are now used extensively.

Wood—Planed and Grooved.

(Other than Flooring and Ceiling.)

	Quantity 1913. Cu. ft.	Quantity 1919. Cu. ft.	Decrease or Increase.	Value 1913. $	Value 1919. $	Decrease or Increase. $
Total for Union	286,971	53,064	— 233,907	145,000	55,375	— 89,625
Canada	117,363	35,156	— 82,207	57,800	36,440	— 21,360
United States	114,667	16,829	— 97,838	59,800	16,340	— 42,460
United Kingdom	4,377	.....	— 4,377	3,100	.....	— 3,100
Sweden	39,697	975	— 38,722	15,200	1,455	— 23,522

Three-ply Panelling.

This article is now shown separately. Last year's figures do not give the quantities imported. The total value was $91,600. The imports from the several countries are as follows: Canada, $17,000; United States, $52,660; United Kingdom, $1,030; Japan, $9,935; Holland, $5,660; and Russia, $4,900.

I have not seen any of last year's imports from Japan of three-ply, but some three years ago I saw both samples and some of the stock delivered, which looked very much like Douglas fir.

Wood Windows and Doors.

	Value 1913. $	Value 1919. $	Decrease or Increase. $
Total for Union	282,000	86,440	— 195,560
Canada	720	13,560	+ 12,840
United States	139,000	59,725	— 79,275
United Kingdom	61,600	6,200	— 55,400
Sweden	58,900	4,470	— 54,420
Norway	7,500	5	— 7,495
Germany	5,200	.....	— 5,200
Belgium	3,700	.....	— 3,700

Canada is the only country which has increased its trade under this heading, and if ocean shipping from the Pacific coast will permit, the trade should be a big one, as we are receiving quite a number of inquiries from architects asking where the British Columbia doors are stocked in South Africa.

One of the big importers is now stocking in fair quantities; other importers of lumber are making a feature of building British Columbia patterns from British Columbia wood. This is all to the good, and must surely mean a big increase of export in these doors if the ocean shipping will allow of their being laid down at a reasonable price. Pre-war the great bulk of import was on a light door, and those from the Baltic were very inferior in so far as they were loaded with knots.

During the war there were occasionally very small shipments of doors from the Argentine and Japan.

Box Shooks.

	Value 1913. $	Value 1919. $	Decrease or Increase. $
Total for Union	415,000	439,300	+ 24,300
Canada	345	27,125	+ 26,780
United States	4,600	7,640	+ 3,040
United Kingdom	68,100	42,340	— 25,760
Sweden	313,000	351,475	+ 38,475
Norway	50,500	8,430	— 42,070
Germany	7,000	.....	— 7,000
Australia	1,900	15	— 1,885
Japan	.....	1,230	+ 1,230

As seen by the above table, South Africa purchases big quantities of box shooks. The fruit and manufacturing industries of the country are developing in a big way and the demand will increase rapidly. A great number of trade inquiries have been for box shooks; South African purchasers are all very keen on obtaining box shooks from Canada.

The fruit box requirements are nearly all for delivery in September, October and November. The other requirements are indented for the year round.

In addition to the imports, there is the possibility of a well-organized box shook export manufacturer working in on the supply made in South Africa from Canadian and Baltic woods. This will total in quantity even more than the import trade. At a very conservative estimate there is at least one million dollars worth of box shooks trade in sight.

Although we have submitted many inquiries, which have appeared in *Weekly Bulletin* from time to time, the following particulars as to sizes required in the fruit trade and the method of packing same for export is submitted.

The sizes shown can be sold in hundreds of thousands if competitive with the Swedish box shooks.

Specification of South African Boxes.

All sizes and thicknesses to be actual and strictly adhered to, and good white wood only, free from large knots, must be used.

No. 000.
Ends, 2 pieces 11½ x 2 x 9/16".
Sides, 2 pieces 18 x 1¾ x 3/16".
T. & B., 4 pieces 18 x 5½ x 3/16".

No. 1.
Ends, 2 pieces 11½ x 2¾ x 9/16".
Sides, 2 pieces 18 x 2 x 3/16"
T. & B., 4 pieces 18 x 5½ x 3/16".

No. 2A.
Ends, 2 pieces 11½ x 2½ x 9/16".
Sides, 2 pieces 18 x 2¼ x 3/16".
T. & B., 4 pieces 18 x 5½ x 3/16".

SPECIFICATION OF SOUTH AFRICAN BOXES—*Continued.*

No. 2B.
Ends, 2 pieces 11½ x 2¾ x 9/16".
Sides, 2 pieces 18 x 2½ x 3/16".
T. & B., 4 pieces 18 x 5½ x 3/16".
No. 3.
Ends, 2 pieces 11½ x 3 x 9/16".
Sides, 2 pieces 18 x 2¾ x 3/16".
T. & B., 4 pieces 18 x 5½ x 3/16".
No. 4.
Ends, 2 pieces 11½ x 3½ x 9/16".
Sides, 2 pieces 18 x 3¼ x 3/16".
T. & B., 4 pieces 18 x 5½ x 3/16".
No. 4B.
Ends, 2 pieces 11½ x 4 x 9/16".
Sides, 2 pieces 18 x 3¾ x 3/16".
T. & B., 4 pieces 18 x 5½ x 3/16".
No. 4½.
Ends, 2 pieces 11½ x 5 x 9/16".
Sides, 2 pieces 18 x 4¾ x ¼".
T. & B., 4 pieces 18 x 5½ x 3/16".
No. 5.
Ends, 2 pieces 11½ x 5½ x 9/16".
Sides, 2 pieces, 18 x 5¼ x ¼".
T. & B., 4 pieces 18 x 5½ x 3/16".
No. 5½.
Ends, 2 pieces 11½ x 5½ x ⅝".
Sides, 2 pieces, 18 x 5¼ x ¼".
T. & B., 4 pieces 18 x 5½ x 3/16".
¼ Grape Box for holding 5 lbs. grapes.
Ends, 2 pieces 8½ x 5 x 9/16".
Sides, 2 pieces 12 x 4¾ x 3/16".
T. & B., 4 pieces 12 x 4 x 3/16".

Bundling.—All boards to be bundled with strong wire, lengthways as well as crossways.

Nos. 0 to 4B.
Ends, 50 pieces per bundle and two protective boards.
Sides, 100 pieces per bundle and two protective boards.
Tops, 100 pieces per bundle and two protective boards.
Bottoms, 100 pieces per bundle and two protective boards.
Nos. 4½, 5 and 5½.
Ends, 25 pieces per bundle.
Sides, 50 pieces per bundle.
Tops, 50 pieces per bundle.
Bottoms, 50 pieces per bundle.

Each bundle of sides, tops and bottoms of sizes 0 to 4B, to have two extra protective boards (wasters) to prevent the wire cutting the boxboards, or sellers to have the option of bundling these with hoop-iron two lengthways as well as crossways in which case the two protective boards will not be required.

Marking.—All bundles to be marked on one side with shipping mark, and on the other side:—

1. With a letter denoting part of box.
2. With a figure denoting number of box.
3. With a figure denoting width of boards, thus

Bundles of sides of No. 1 to be marked: "S 1 2."

Bundles of ends of No. 4 to be marked: "E 4 3½"; and so on.

Tops and bottoms of Nos. 000 to 5½ being all the same width need only be marked "T. & B."

All marking to be done in black with the exception of the bundles of ends, No. 5½, which must be done in red.

No. 6—
Ends, 2 pieces 11½ x 8 x ⅞".
Sides, 2 pieces 24 x 8 x ½".
T. & B., 4 pieces 24 x 5¼" x ½".
This is what is called an apple box.

Each end to have hand hole about 2 inches long and not less than ⅞ inch deep and to be from 1¾ to 2 inches from the top, cut right through the wood.

4-lb Grape Boxes—
Ends, 2 pieces 11⅜ x 5⅛ x 9/16″.
Sides, 2 pieces 18 x 5¼ x ¼″.
T. & B., 4 pieces 18 x 5⅛ x 3/16″.

2-lb Grape Boxes—
Ends, 2 pieces 17⅝ x 5⅛ x 11/16″.
Sides, 2 pieces 24 x 5¼ x 5/16″.
T. & B., 6 pieces 24 x 5⅛ x 5/16″.

Jam Boxes: No. 1—
Ends, 2 pieces 11 x 8⅝ x ⅝″ in one piece.
Sides, 2 pieces 26 x 8⅝ x ⅝″ in one piece.
T. & B. 4 pieces 26 x 11¼ x ⅝″ in two pieces.

No. 2—
Ends, 2 pieces 10⅛ x 9⅛ x ⅝″ in one piece.
Sides, 2 pieces 22¼ x 9⅛ x ⅝″ in one piece.
T. & B., 4 pieces 22¼ x 11¼ x ⅝″ in two pieces.

PRESERVED FRUIT BOXES.

No. 2—
Ends, 12¼ x 9⅛ x 11/16″ in two pieces.
Sides, 18⅛ x 9⅛ x ⅝″ in two pieces.
T. & B., 18⅛ x 13 x ⅝″ in four pieces.

To be tongued, grooved and glued and with no cleats.

No. 2A.—
Ends, 10⅛ x 9⅛ x 11/16″ in two pieces.
Sides, 15⅝ x 9⅛ x ⅝″ in two pieces.
T. & B., 15⅝ x 11¼ x ⅝″ in four pieces.
No. 8—
Ends, 12⅛ x 13¼ x 11/16″ in two pieces.
Sides, 20⅛ x 13¼ x ⅝″ in two pieces.
T. & B., 20⅛ x 13¼ x ⅝″ in four pieces.

To be tongued, grooved and glued and with two cleats, 13⅛ by 2 by $\frac{11}{16}$.

DRIED FRUIT BOXES.

No. 1. For 25 lbs. Dried Prunes.
Ends, 2 pieces 9 x 5⅛ x ⅝″ in one piece each.
Sides, 2 pieces 15⅛ x 5⅛ x 5/16″ in one piece each.
T. & B., 2 pieces 15⅛ x 9⅝ x 5/16″ in two pieces each.

Tops and bottoms to be tongued, grooved and glued.

No. 2. For 25 lbs. Apricots, Peaches, Pears, etc.
Ends, 2 pieces 9 x 6⅝ x ⅝″ in one piece each.
Sides, 2 pieces 15⅛ x 6⅝ x 5/16 in one piece each.
T. & B. 2 pieces 15⅛ x 9⅝ x 5/16″ in two pieces each.
No. 3. For 25 lbs. Apple Rings—
Ends, 2 pieces, 9 x 8 x ⅝″ in one piece each.
Sides, 2 pieces, 15½ x 8 x 5/16″ in one piece each.
T. & B., 2 pieces, 15½ x 9⅝ x 5/16″ in two pieces each.

Tops and bottoms to be tongued, grooved and glued.

No. 4. For 10 lbs. Dried Fruit—
Ends 2 pieces, 6¾ x 4½ x ⅝″ in one piece.
Sides 2 pieces, 11½ x 4½ x ¼″ in one piece.
T. & B. 2 pieces, 11½ x 6¾ x ¼″ in one piece.
No. 5. For 5 lbs. Dried Fruit—
Ends, 2 pieces, 5 x 3½ x ¼″ in one piece.
Sides, 2 pieces, 11 x 3¼ x 3/16″ in one piece.
T. & B., 2 pieces, 11 x 5¼ x 3/16″ in one piece.

The above sizes of preserved and dried fruit boxes are purchased in smaller quantities; quotations for 20,000 each size would be an average purchase by most indent buyers.

ORANGE BOXES.

Quotations on 50,000-lots would be acceptable.

The Cape standard size adopted is 12 by 12 by 26½ inside, with battened ends in two pieces and solid centre piece.

Ends to be 11/16″ thick.
Sides to be ¼″ thick.
T. & B. to be ¼″ thick.
Centre to be 11/16″ thick.

WINE CASES.

Quotations on these cases per lots of one thousand.

No. 2—
Ends, 15⅝ x 7⅞ x 11/16″ in one piece each.
For pints.
Sides, 18 x 7⅞ x 7/16″ in one piece.
T. & B., 18 x 16½ x 7/16″ in two pieces each.
No. 3—
Ends, 16 x 6½ x 11/16″ in one piece only.
For quarts.
Sides, 18⅛ x 6½ x 7/16″ in one piece only.
T. & B., 18⅛ x 17 x 7/16″ in two pieces only.

All parts except bottoms to be placed on one side.

Bottoms to be finely sawn.

Thicknesses to be actual as specified before planing, about 1/32 inch being taken off.

CANNED FISH BOXES.

Quotations in lots of about ten or fifteen thousand.

No. 1. Flats:
Ends, 16½ x 7⅞ x 15/16″ in one piece each.
Sides, 18⅝ x 7⅞ x 9/16″ in one piece each.
T. & B., 18⅝ x 17⅝ x 7/16″ in three pieces each.

Tops and bottoms to be tongued, grooved and glued.

No. 2. Halves.
Ends, 14-11/16 x 8½ x 15/16″ in one piece each.
Sides, 23-11/16 x 8½ x 9/16″ in two pieces each.
T. & B., 23-11/16 x 15-13/16 x 7/16″ in three pieces each.

Sides and tops and bottoms to be tongued, grooved and glued.

Cleats.—11½ by ⅝ by ⅜ per 1,000 in crates of one or two thousand. Quotations should be c.i.f. Cape Town.

The following is an estimate of the number of boxes to a standard.

¼ Grape box	2,715
Box No. 3	2,160
Box No. 4	2,023

Reference to *Weekly Bulletin*, pages 196, 173, 174, 575 and 1032 for 1916, will give further data as to requirements in other boxes. The Department will also be glad to submit particulars as to quantities and sizes on trade inquiries made in the last few years.

With Canada's supply of raw material and the keen desire by South African purchasers to buy in Canada, there would seem to be no reason why this trade should not be controlled by Canadian manufacturers.

It may be of interest to box shook manufacturers in Canada to know that in 1918 there were made in South African packing case factories 1,100,554 packing cases valued at $625,800 and 27,469 butter boxes valued at $16,750. In addition to this the saw-mills and joinery works of the Union turned out packing cases and boxes to the value of $600,500. Fully 75 per cent of the wood used in the manufacture of these box shooks is from imported woods.

TRADING WITH GREECE.

Trade Commissioner W. McL. Clarke.

VII.

TANNING INDUSTRY.

The tanning of hides is one of Greece's oldest industries and there are to-day throughout the country 108 tanneries which give work to 1,285 hands. The best-equipped tanneries are located at Syra, Chios, Samos, Mitylene and Piraeus. About 2,000,000 okes (5,600,000 pounds) of heavy cow and ox leather are tanned annually and some 2,800,000 okes (7,840,000 pounds) of lighter skins, principally sheep and goat. The tanners of Greece specialize in sole leather and in upper leather suitable for heavy boots. The output of the Greek leather industry is valued at 33,213,000 dr. per year.

CEMENT.

Good Portland cement is manufactured in Greece, the two principal factories being at Piraeus and Eleuses, the former turning out 50,000 tons per annum and the latter 80,000 tons. Importation, however, is necessary.

THE PAPER INDUSTRY.

There is a small paper industry carried on in Greece, the most important mills being located at Orovia (Euboea), Phaleron and Corfu. Wrapping paper, paper for making tobacco packets, and cardboard, are principally produced. The Orovia factory can also turn out an inferior quality of writing paper. The table appended gives illuminating statistics on this industry.

	No. of Manufactories.	Value of Installations. dr.	Workmen.	Production in Kilos.	Value of Production. dr.
Athens	2	250,000	48	220,000	160,000
Phalère	2	900,000	180	1,470,000	885,000
Corfu	1	302,600	70	650,000	375,000
Orovia	1	600,000	55	800,000	400,000
Totals	6	2,052,600	353	3,140,000	1,820,000

METALLURGICAL INDUSTRY.

The principal centre of the metallurgical industry as already indicated under the heading of minerals is Laurium, and the two most important companies here operating are the French Laurium Mining Company and the Greek Metallurgical Company of Laurium.

The first company, with a capitalization of 16,300,000 dr., and with offices at Athens and Paris, ships away only the iron and ferromanganese ores in their crude state. Both the calamines and lead ores undergo a preliminary treatment which in the case of the first consists of simple calcination, while the lead ores are completely fused in special furnaces. The quantity of calcined calamine produced in 1913 equalled 17,750 tons of large calamine and 2,580 tons of small calamine, the former being calcined in vertical, the latter in horizontal kilns. The figures for 1916 were 12,500 tons of large and no tons of small owing to the coke shortage. As regards lead some 15,050 tons of pig were smelted in 1913, but owing also to the shortage of coke only 7,080 tons in 1916. This pig lead produced contains 96·5 to 97·5 per cent lead and 850 to 1,850 gramme of silver per ton.

As the lead ores contain considerable sulphur they are subjected to a preliminary calcination in special rotary furnaces, some 12,780 tons of sulphurous lead ores being heated in 1913 and 7,780 tons in 1916. Mixed ores,—i.e. ore containing zinc and lead—are washed to separate the constituent parts and are then either treated in calamine kilns or lead smelting furnaces according to their nature. Some 40,200 tons of mixed ore were washed in 1913 and 25,200 tons in 1916.

The Greek Metallurgical Company, which has the right of working the scoriae and waste heaps left by the ancient mines of Greece in Laurium, produced 300,000 tons of hard pig lead, containing 1.800 grammes of silver to the ton, during the years 1873-1916. In the same period the production of ferromanganese amounted to 672,736 tons, of hematite 42,999 tons and of calamine 29,328 tons.

The other most important metallurgical establishment in Greece is a British Company, viz. the Anglo-Greek Magnesite Company, Limited. In pre-war days this company, besides mining 70,000 to 80,000 tons of raw magnesite, turned out 20,000 to 22,000 tons of calcined magnesite and 2,000 to 3,000 tons of dead burnt magnesite annually. During the war the output has been considerably increased. Another metallurgical company is that of Alatini Brothers, which produced 7,503 tons of calcined magnesite in 1914. The mines were closed during 1915-1918, which normally produced in addition to the ore for the calcined magnesite some 20,000 tons of raw magnesite per annum.

THE CHEMICAL INDUSTRIES.

Acids and Fertilizers.—Greece produces acids and chemical fertilizers chiefly at the Piraeus, where the annual output amount to 20,000 tons of copper sulphate, 300 tons of nitric acid and 400 tons of chlorhydric acid. Some 26,000 tons of superphosphate are also produced, Tunis phosphates being imported for this purpose. It may also be mentioned that the Gas Company of Athens produces a certain amount of azotates.

Aniline Colours, etc.—A company producing aniline colours at Phaleron was visited by the writer. Here with imported raw material various colours and chemical products to the value of 500,000 dr. are produced annually.

Turpentine.—About 2,000,000 okes (5,600,000 pounds) of turpentine are produced annually in Greece, being extracted from pine resin which on distillation yields 20 per cent of the essence. Before the war Greece exported to Hamburg alone some 1,000 tons annually, which was employed in the preparation of synthetic camphor.

This Greek turpentine formed the basis of a new industry in Greece during the war. By mixing 80 to 90 per cent of turpentine with 10 to 20 per cent of ether or alcohol there was manufactured a product known as "motorine," which supplemented in Greece and with some success the use of benzine in army motor cars. Another product known as thaline (by the purifying of the essence of turpentine) was also made for substituting petroleum as an illuminating material.

Explosives.—A company known as the "Société des Poudreries et Carthoucheries Hellenique," with a capital of 800,000 dr., manufactures dynamite, various other explosives and cartridges. The annual production amounts to about 100 tons.

Carbide of Calcium.—An electro-chemical establishment near Gorgopotamo in Eastern Macedonia, by means of electric furnaces whose power (some 1,000 h.p.) is supplied by the river of that name, gives employment to 28 workmen and turns out 800 tons of calcium carbide per annum.

Soap.—The other important chemical industry in Greece is the manufacture of soap, which in the peninsula proper is generally made with green sulphur oils extracted from the olive stone which are treated with carbon disulphide for the purpose of

removing the sulphur. Caustic soda rather than carbonate of soda is also employed with the combined result that the soap is both dark and caustic. On the islands, however, the clearer oils and the carbonate utilized give a milder and whiter soap. There are 17 soap manufacturers in Piraeus, Athens and environments. The raw material for this industry with the exception of the oils is imported and amounts to about 1,400 tons of carbonate of soda, 2,500 tons of caustic soda and 600 tons of sulphate of carbide annually.

EXPORTS OF CHEMICAL PRODUCTS.

Greece exports annually in normal times about 4,000,000 dr. worth of turpentine to Germany, 800,000 dr. worth of colophony to Italy, Austria and Germany, 200,000 dr. worth of calcium tartarate to Austria, Holland, Russia and France, 4,500,000 dr. of olive kernel oil to United States, Egypt, Germany and Austria, 600,000 dr. of soap to Egypt, Turkey and the Balkans, about 400,000 dr. of explosives to the Balkans, and 2,000,000 dr. worth of fertilizers to Egypt.

ENGINEERING INDUSTRY.

According to the last industrial census of 1917 there were in Greece 132 engineering factories and workshops. Of these the largest number, 92 or 80 per cent, are in the departments of Attica and Boeotia, which is the centre of Greek industry in general. The total value of the plant installations in this industry was 19,864,205 dr., and the annual value of work done 26,753,375 dr. Some 2,800 labourers were employed. The department of Salonica has 9 establishments coming under this category, with machinery equipment valued at 496,000 dr. and production at 681,000 dr. As regards the annual value of manufacturing done, the department of Larissa ranks after that of Attica-Boeotia with 2,650,000 dr., followed by the Cyclades with 1,774,875, and by the departments of Achaia-Elis with 1,147,500 dr.

The principal work undertaken by the Greek engineering industry is repair to boilers, engines, and industrial and marine appliances. Machinery itself is rarely undertaken, although latterly pumps, agricultural machinery, small motors, presses and boilers have begun to be manufactured. There are two important engineering works at Volo which turn out a number of light ploughs, agricultural implements, harrows, presses and Persian water-wheels. One of these factories is fitted with a 50-h.p. steam engine, employs about 90 hands and produces goods valued at 250,000 dr. annually. The other with 30 h.p. machinery employs about 100 workmen. The dockyards at Piraeus are also important for the repairing and overhauling of ships and two of these slips can accommodate vessels up to 3,500 tons. Sailing vessels and lighters can also be turned out. It is stated that the fifteen yards at the Piraeus give employment to 300 men. Syra and Salonica possess small shipyards along the same lines.

The repairing factories and works of the various railways and tramways may also be considered as a part of the Greek engineering industry.

THE ELECTRIC INDUSTRY.

There are electric generating stations at Phaleron, Argostolia, Calamata, Syra and Chalchis. Only one installation exists in New Greece, viz., that in Salonica. Altogether the turbines distribute 15,279 h.p., some 7,403 h.p. being utilized in factories, 5,000 h.p. in connection with tramways of Salonica, and 1,000 h.p. for operating the interurban trolley between Piraeus and Athens. The remainder is employed for illuminating purposes.

OTHER INDUSTRIES.

Finally, Greece manufactures—although her production is very limited for the most part and importation is necessary—horseshoes, nails, hinges, locks, pulleys,

buttons and buckles, frying pans, buckets, watering pots, bedsteads, lead pipes, tin boxes, sieves, safes and scales. A considerable number of wooden boxes for packing currants for exports are also mechanically sawn in Greece. At Syra the well-known Greek candy "loukoumi" or Turkish delight is manufactured.

THE INDUSTRIAL OUTLOOK.

Even a superficial study of Greek industries is sufficient to indicate that they are but in a nascent condition. Greece has always been a seafaring, agricultural and pastoral country, and it is only of late years that her industrial life has begun to assert itself. Just to what extent this industrial development is likely to proceed is difficult to foresee. Capital has in the past not been interested, although with much wealth accumulated during the war it will probably be easier to find money for investment purposes. Coal has always had to be imported—about 500,000 tons a year from England—and it is obvious that it will be necessary to increase the purchases of coal even though the local lignite production is to-day ten times greater than before the war. Greece's water-power, however, is susceptible to greater exploitation and in time may assist in solving the fuel question connected with industry. Plant installation in a great many cases must be renovated or completely scrapped and up-to-date machinery put in. Larger numbers of skilled mechanics will have to be found and trained. For any development of an engineering industry the iron ore mined in the country will need to be smelted at home or else the semi-manufactured pig imported. A carefully-executed agricultural policy and intensive methods of cultivation will tend to render some of Greece's industries more independent of foreign raw material, and on the increasing success attained by agriculture will depend to some considerable extent the forward movement in industry. Internal and terminal transportation facilities also require betterment.

The writer, however, without minimizing the industrial progress which has taken place and which is so largely due to Mr. Venizelos and his constructive policy, is inclined to believe that at least several years are necessary before Greece can hope to build up a self-sufficient industry in almost any line of manufacture, and that a still longer period will be required before Greece can ever become an exporter of finished products to any of the world's markets. And during this interim period the progress which is accomplished will depend largely upon the steps taken to realize those ends to which reference has just been made. Moreover, Greek industrial development will require foreign assistance; and as the Minister of National Economy told the writer, "in our efforts to help ourselves and strengthen our industries we count on outside support, for it is from Canada and other industrial countries that we must draw our machinery equipment and those other essentials which we may require." Canadian manufacturers therefore should follow and anticipate whatever industrial development may take place in Greece.

LABOUR LEGISLATION.

The successive governments of Mr. Venizelos since 1910 have been responsible for the enacting of most enlightened labour legislation, the principal features of which may be summarized as follows:—

(*a*) The forbidding of manual labour to children under 12 years of age.

(*b*) The establishment of a six-hour day for persons between 12 and 14 years, and a ten-hour day for women and for young men between 14 and 18 years.

(*c*) The prohibiting of work in the mines and quarries to women and to adults under 15 years.

(*d*) The concession of an obligatory holiday of eight weeks to women about to become mothers.

(*e*) The establishing of indemnities to be paid the workmen temporarily laid off through accidents.

(*f*) The creation of pension funds.

(*g*) The paying of wages by the week and in money, never in kind; and the charging of 5 per cent interest on all wages held back for more than three months.

(*h*) The recognizing of the right of workmen to group themselves into syndicates and to federate these latter.

(*i*) The creating of a Superior Council of Labour on which sit both capital and labour for the discussion of all those subjects which are of mutual interest.

THE WORKMEN'S ORGANIZATION IN GREECE.

At the Panhellenic Congress of Workmen held in September, 1918, 237 syndicates were represented, only those from Macedonia being absent. There are in Greece various federations of these syndicates of labour, viz: (*a*) that of the hotel and restaurant keepers; (*b*) that of the workers connected with communications and transports; (*c*) that of the railway employees; (*d*) that of the tobacco workers; (*e*) that of the shoemakers. Throughout the country are located 11 labour exchanges, the most important being (1) at Piraeus, to which 51 syndicates adhere and which includes 16,000 to 17,000 members; and (2) at Athens, with 12,000 to 13,000 members and 37 participating syndicates. Other labour exchanges are situated at Volo (6,000 members), at Salonica (22,000 workmen), at Larissa (2,500 members), and at Patras, Calamata, Corfu, Syra, Heraclion and Mitylene. The foregoing syndicates are recognized by law and have been established with the end in view of raising the proletariat level of life and protecting its respective interests.

LABOUR TROUBLES.

Labour difficulties have become more numerous in Greece during the war, owing principally to the rapidly advancing cost of living and the incommensurate wages prevailing. In 1918 there were some 76 labour disputes, 68 of which were due to what was claimed "insufficient wages," and 47 of which developed into actual strikes. Eight per cent of these agitations failed, 21 per cent were successful, and 71 per cent ended in a compromise. The maximum increase in wages obtained was 130 per cent and the minimum 30 per cent. According to an official report issued by the Minister of National Economy, the average wage paid the Greek workmen at Athens in 1918 amounted to 5.50 dr.[1] per day, the lowest being paid to the tailors and dressmakers, viz 2.60 dr. At the Piraeus the average wage was 9 dr. per day, the maximum (14 dr.) is being received by the bank and glass workers, the minimum (5.50 dr.) by the workers in the chemical plants. Although no official reports are to be had as yet for 1919 it may be noted that the wages paid industry last year will undoubtedly show an ascending scale. Up till recently the Greek workmen have been probably underpaid, and it is to be hoped that with the co-operation of entrepreneur and labourer, it may be found possible to guarantee a just wage to the workmen and a just return to the employer.

REDUCED IMPORT DUTIES ON NEWSPRINT PAPER AND ON CELLULOSE PULP CONTINUED IN FRANCE.

(British Board of Trade Journal.)

The French *Journal Officiel* for 1st August contains a law, dated 30th July, which continues in force until 31st December next the provisions of the law of 14th August, 1915, in virtue of which the customs duties in resect of

Paper (other than fancy paper), machine-made, weighing more than 30 grammes per square metre, for printing newspapers, and

Mechanical and chemical cellulose pulp destined for the manufacture of such paper,

imported into France were reduced by 95 per cent.

[1]Drachma, normaly equivalent to the franc.

TRADING WITH ROUMANIA.

Trade Commissioner L. D. Wilgress.

IX.

The Roumanian Oil Industry.

Roumania before the war ranked fourth among the oil-producing countries, coming after the United States, Russia and Mexico. The Roumanian oilfields commenced to be exploited in 1857, when the formation of the trust in the United States brought about a considerable increase in the price of oil. From that date there was a steady development in the number of wells drilled and the amount of oil produced. The following table giving the quantity and value of the total production of crude oil for the fifteen years preceding the German occupation will indicate the progress made by the Roumanian oil industry:—

	Quantity Tons.	Total Value. $
1902	286,500	2,292,000
1903	394,085	2,364,510
1904	504,217	3,175,723
1905	639,998	4,076,851
1906	890,146	6,890,526
1907	1,151,002	9,539,140
1908	1,150,723	10,554,491
1909	1,293,545	10,442,636
1910	1,345,885	8,664,628
1911	1,625,119	9,459,271
1912	1,898,554	16,267,425
1913	1,848,041	25,446,647
1914	1,783,947	21,407,364
1915	1,643,145	16,731,450
1916	1,250,000	20,000,000 approx.

In December, 1916, the industry was partially destroyed by the British destruction party in order to prevent the wells being utilized by the Germans. At that date there were 962 producing wells and 341 drilling wells, and the average daily production was 5,000 tons of crude oil. There was reservoir storage for 1,500,000 tons and 5,000 tank cars. Three pipe lines were being constructed from the oil fields to Constantza but were not completed by the time the enemy occupied the country.

Foreign capital to the extent of $66,200,000 was chiefly responsible for this development of the Roumanian oil industry. The largest share was held by Germany with $32,000,000 invested in the industry. The chief German companies were "Steaua Romana" (capital $24,000,000), "Concordia" (capital $2,500,000), the Credit Petrolifere (capital $1,200,000), and the "Vega" (capital $1,000,000). The "Steaua Romana" was a large enterprise backed by the Deutsche bank, both for the production of crude petroleum and the manufacture of refined oil products. The "Vega" was a company only for the refining, while the other German companies were concerns for the production of crude oil. In addition to the German companies mentioned, refineries were operated by the "Astra," a Dutch concern with a capital of $12,000,000, and the "Romano-Americana," a company organized by the Standard Oil Company of New York with a capital of $5,000,000. These are the only other oil companies that could be compared with the German companies. The following was the quantity of crude oil refined into oil products by the principal refining companies in 1914:—

	Tons.
Astra	421,631
Romano-Americana	384,550
Steaua-Roma	371,216
Vega	118,207

The oil refineries are mostly situated at Campina, the centre of the oil industry in the Prahova valley, and at Ploeshti, a large town thirty miles from Bucharest.

After Germany, Great Britain was the largest participator in the development of the Roumanian oil industry, being represented to the extent of $23,000,000, but the British companies were only concerned with the drilling and operating of oil-producing wells. The same applied to the $9,000,000 of French capital invested in 1916 in Roumanian oil.

Besides foreign capital there was also $5,000,000 of Roumanian capital represented on the oil fields, and the Roumanian Government itself owns oil lands, the production from which in 1913 amounted to 181,725 tons.

The importance of the Roumanian oil industry before the war is best indicated by the following table, giving the production and exportation in 1913 of the different products of the industry:—

PRODUCTION OF OIL PRODUCTS, 1913.

	Tons.
Crude Petroleum—	
Total production	1,885,225
Employed for refining	1,787,245
Refining—	
Benzine	422,019
Kerosene	380,074
Lubricating oil	48,416
Petroleum residues	906,735
Consumed within the country—	
Benzine	30,131
Refined petrol (kerosene)	51,396
Mineral oils (lubricating oil)	33,725
Paraffin	1,425
Residues	569,492
Combustible employed by the refineries	135,728
Exportation—	
Benzine	237,168
Kerosene	418,622
Crude petroleum	28,622
Residues, gas-oil, etc	341,912
Lubricating oil	9,543
Paraffin	579

Oil products were exported chiefly to France, Germany, Great Britain, Italy, Egypt, Austria-Hungary, Holland and Turkey. The export of benzine from Roumania in 1913 was valued at $13,648,000; that of kerosene at $7,157,000; petroleum residues at $4,532,000; lubricating oils at $488,000; crude petroleum at $394,000, and paraffin at $68,000, making a total export of oil products of a value of over $26,000,000.

EFFECT OF THE WAR.

Upon their occupation of the country in 1916, the Germans worked hard to restore the damage done to the oilfields by the British Destruction Party, and by the time they left Roumania in December, 1918, the daily production of crude oil had been brought up to 3,000 tons. There were then 437 producing wells and 200 drilling wells. The Germans had transferred two pipe lines, originally intended for Constantza, to the port of Giurgiu on the Danube, from whence they shipped the oil by barges to Austria and Germany. Upon the departure of the Germans the daily production of crude oil commenced to decline, owing to the cessation of new drilling. Materials and equipment had to be purchased abroad at greatly increased prices, while the transport situation made it difficult to transport the materials to the oilfields. The Government placed restrictions on the export of oil products. The approximate average production of crude oil duing 1919 was 2,500 tons, of which 60 per cent went to increase stocks on hand. The storage capacity had been decreased to only 300,000 tons, with another 120,000 tons storage at Constantza. The result of this situation was that drilling operations ceased almost entirely and the present

daily production of crude oil has declined to approximately 2,000 tons a day, which is 40 per cent of the pre-war production. On the other hand, the future outlook for the Roumanian oil industry is very bright. All the markets of Central and Southern Europe will have to be supplied with oil from Roumania. The restoration of normal transport facilities should therefore bring about renewed activity in the drilling of oil wells and a consequent increased production of crude oil.

PRODUCTION OF OTHER MINERALS.

The total production of coal in Old Roumania in 1913 was 230,431 tons, the chief producing districts being those of Dambovitza and Muscel, northwest of Bucharest, and that of Bacau, in Central Moldavia. In Transylvania the coal mines of Petroshani are the most important in Greater Roumania, with an annual production of 350,000 tons. Transylvania has also important iron mines, and there is a considerable iron industry in the mountains of Banat, at Resitza. The total production of iron in the former Hungarian provinces of Roumania is about 460,000 tons of iron ore and nearly 200,000 tons of pig-iron a year. It is estimated the mines of Huniedoara, in Transylvania, have a reserve only partially exploited of 25,000,000 tons of iron ore. The annual value of the iron production in these provinces amounted before the war to about $3,400,000. Most of the coal and iron mines are situated along the north slope of the Transylvanian Alps and in the mountains of Banat.

The production of lignite in the new provinces of Roumania is also considerable, amounting to nearly 3,000,000 tons a year.

Transylvania has long been known for its gold, silver, and copper mines. The annual production of gold before the war was valued at $1,903,200, and that of silver at $148,770.

COMMERCIAL AND FISCAL NOTES FROM NEW ZEALAND.

Trade Commissioner W. A. Beddoe.

The Shortage of Cement.

Auckland, July 30, 1920.—The Hon. E. P. Lee, Minister for Industries and Commerce, Wellington, has arranged that 5,000 tons of cement shall be imported under the following conditions:—

(*a*) To claim a remission of the duty on cement imported each person shall be required to apply to the Board of Trade for a license.

(*b*) All licenses so issued shall be subject to the conditions that the licensees shall supply to the Board of Trade a complete schedule showing a distribution of each shipment received, and shall also disclose to the Board of Trade the price at which the cement was purchased, and shall agree to sell the cement in New Zealand at a price to be agreed upon between the importers and the Board of Trade.

A letter was addressed from this office to the Right Hon. W. F. Massey, Prime Minister of New Zealand, representing that in consequence of the acute shortage of cement, which necessitated the temporary abandonment of building operations throughout New Zealand, that should it be possible to import cement from Canada the duty on same be remitted. The Government have agreed therefore to issue import permits up to 5,000 tons, upon which the duty will be remitted. Representations have been made to the Government that, to keep track of the importations, it would be advisable that this office be kept in touch with the issue of permits, which will no doubt be arranged. At the present moment quotations for 3,000 tons have been received here for various indentors, and freight space appropriated. It is hoped that the situation will be met by Canadian importations, which will result in increased business between the two Dominions.

Timber Requirements.

Duplicate specifications of timber requirements were sent to British Columbia by mail, which resulted in several quotations being received by cable. In several instances the price had been accepted, and in others the business is in abeyance, subject to cable communication. With the advent of the Canadian Government steamers, willing to carry deck cargoes of lumber and proceeding direct to stipulated New Zealand ports, the way appears to have been opened for a large export lumber business.

New Zealand Government Rolling Stock.

It was arranged with the general manager of the New Zealand Railways that the date for receiving tenders should remain open until we could communicate from this office. The general manager now states that the invitation for tenders in Canada will be extended by Sir James Allen, New Zealand High Commissioner. He will name the date on which tenders must be received here.

Dominion's Debt: Net Total of £194,000,000.

A full review of the war loan indebtedness and of the aggregate public debt is given in the financial statement. At the end of the financial year the loans arranged by the Treasury on account of war expenditure amounted to £80,089,025, of which £53,748,780 was raised in New Zealand, and £25,840,000 was advanced by the Imperial Government, mainly for the maintenance of our troops in the field.

Following is a statement of war loans authorized, the first four in 1914, 1915, 1916 and 1917 respectively, and the last two in 1918; the amounts raised in New Zealand and in London and totals, including charges and expenses:—

Amount Authorized. £	Raised in New Zealand. £	Advanced by Imperial Government. £	Total Amount Raised. £
2,000,000	.....	2,067,411	2,067,411
10,000,000	2,093,750	8,105,992	10,199,742
16,000,000	11,572,450	4,736,842	16,309,292
28,000,000	23,273,535	4,830,000	28,103,535
20,000,000	13,420,520	6,600,000	20,020,520
10,000,000	3,388,525	.....	3,388,525
86,000,000	53,748,780	26,340,245	80,089,025

The actual amount advanced by the Imperial Government was £25,840,000, the total capital liability being £26,340,245.

The annual charge for interest and sinking fund on these loans amounts to £4,489,770, made up as follows:—Interest charges: on £2,810 at 3 per cent, £85; £1,108,491 at 3½ per cent, £40,895; £4,744,750 at 4 per cent, £189,790; £50,108,383 at 4½ per cent, £2,254,877; £24,064,661 at 5 per cent, £1,203,233; total, £3,688,880. Sinking fund of 1 per cent on £80,089,025, £800,890. Grand total, £4,489,770.

A sum equal to 1 per cent of the total capital moneys borrowed for war purposes and outstanding on March 31 of the preceding year is paid to the public trustee to hold and invest with all accumulations of interest; 4 per cent per annum is received on the investments of the sinking fund, under which it is calculated that each war loan will be extinguished in approximately forty years.

The gross public debt stood at March 31, 1914, at £99,730,427, or a gross indebtedness per head of the European population of £91 10s. 2d. At the end of the financial year 1919-20 the gross debt amounted to £201,170,755, against which sinking funds amounting to £7,257,564 were held, leaving a net indebtedness per head of £165 3s.

From the following summary of the additions to the public debt it will be seen that the whole increase is not due to the war, as the ordinary activities upon which

loan-moneys are expended did not entirely cease during the war period, and money had to be obtained by the Treasury for carrying on local development to a limited extent:—

War expenses	£	80,089,025
Public works		9,155,030
Railways improvement		665,000
Discharged soldiers' settlement		9,345,000
Land for settlements		3,385,000
Native land settlement		1,421,700
Redemptions		3,250,000
Other purposes		1,068,260
Total	£	108,379,015

The Government did not borrow the money required for the purpose of discharged soldiers' settlement, but invested the larger portion of the surpluses accumulated during the war.

As regards the increased debt, the means for discharging it are commensurately provided by the sinking fund established under the Public Debt Extinction Act, 1910.

A considerable portion of the annual interest and sinking fund on the debt, although paid out of the consolidated fund, does not fall upon the taxpayer. The functions of the State include such matters as loans to settlers, workers, local authorities; the repurchase of alienated lands; land for settlements, discharged soldiers, State coal, etc.; out of whose revenues interest and sinking fund charges are met. The gross payments for interest and sinking fund amounted to £8,674,139, of which £472,455 was recouped from State Advances Office and £952,258 from land for settlements and other accounts, making total recoupments £1,424,713, reducing the net charge to the revenue to £7,249,426, or £6 3s. 6d. per capita.

NOTES FROM THE "LONJA" (HAVANA PRODUCE EXCHANGE).

The Market for Potatoes.

Havana, August 20, 1920—The outstanding feature of the week at the "Lonja" (Havana Produce Exchange) has been the quite unprecedented break in the potato market. For several months potatoes have been fetching from fifteen to twenty-five dollars per barrel wholesale at the Lonja. These prices were attributed to a scarcity of Maine and New Brunswick potatoes, aggravated by the large percentage of losses occasioned by congestion in the port of Havana. Last spring several potato cargoes were forced to remain in the harbour many weeks waiting for an opportunity to discharge. The inevitable result was that thousands of tons of rotting potatoes had to be taken out to sea and dumped overboard. The scarcity thus created in an already denuded market forced up prices to $20 and $25 a barrel, and consumers were paying 25 cents a pound for their potatoes in the retail shops.

This condition prevailed until last week when 60,000 barrels of new Virginia potatoes were dumped on the Havana market and prices collapsed to $8 a barrel. Fifteen or twenty thousand barrels a week would ordinarily be sufficient to cause at least a sagging in prices, but when the Havana arrivals soared to a figure of sixty thousand the bottom simply dropped out of the potato market.

It is thought that potato prices will remain at the comparatively low level of eight or ten dollars until well on in September. Not only Virginia, but Maryland and New Jersey have abundant crops of early potatoes, and large shipments from Maryland are now on their way to Cuba. It is expected, however, that by the time the Maine and New Brunswick crops are out of the ground the price of potatoes will be back to a more favourable level.

By that time Canadian shippers should be in a more favourable position than that in which they were placed last winter, as the Canadian Government Merchant Marine intend resuming their sailings from St. John in the near future.

Extraordinary measures are being taken in an effort to solve the serious shipping and warehouse congestion in the port of Havana. A commission of United States shipping men has been supplied by the United States Government to make a study of port conditions and to report on measures of relief and permanent improvement of the Havana port situation. It is hoped that something tangible will result from their recommendation, although many people doubt that anything can be accomplished until after the elections which take place in November.

A disturbing element, however, in the potato situation is furnished by the possible purchase of European potatoes. Quotations on Dutch potatoes have recently arrived and the price was $7 per barrel c.i.f. Havana. If Europe can actually ship appreciable quantities at this price, New Brunswick growers may have to face lower prices than those obtained during the past two years.

Demand for Canadian Hay and Oats.

Canadian hay and oats have won a reputation in Cuba for being of the "mejor calidad" or quality produce, and can thus command a slightly higher price than the American varieties. Canadian produce exporters should keep this point in mind, and exercise care in keeping up the quality.

The writer has recently received complaints that shipments of Canadian timothy No. 2 have not been up to their usual standard. An examination of this hay appeared to show that it was inclined to be rather light and green and contained many grasses which could not be mistaken for timothy. Havana hay dealers point out that the 150 or 170-pound bale is the most acceptable weight in this country. The small Canadian bale should not be shipped to Cuba. The Cuban dealer would much prefer a 200-pound bale to the light Canadian bale. It must be remembered that transportation rates to Cuba and over Cuban railroads are very heavy and that the heavier bale takes up less shipping space per ton weight than the lighter bale. The Canadian shipper can naturally get into a given steamer hold more tons by weight of hay in the heavier bale than in the lighter bale. This means more profit for him or a larger market owing to lower shipping rates per ton of hay.

Last week a prominent Havana grain merchant telephoned this office requesting the writer to call at his warehouse to look at some oats shipments he had recently received. He had in his warehouse an oats shipment from Canada and one from another country. He weighed a bushel from both shipments. The Canadian oats ran 36 pounds to the bushel and the other variety only 29 pounds. This merchant added significantly that if Canadian oats consistently retained such a high standard, Cuban grain merchants would buy only Canadian oats. The standard bushel here weighs 32 pounds, but oats are sold on a weight basis—not on the bushel basis. As in the case of hay, heavier oats are not only cheaper to ship than the twenty-nine pound variety mentioned, but will command a slightly higher price per ton weight. This office has recently received several inquiries for Canadian oats with a preference for the Western, including one for 200,000 bushels on a yearly contract.

The Canadian Trade Commissioner would be glad to hear from any hay and grain merchants who have not already established connections in Cuba.

THE FLAX SITUATION IN BELGIUM.

Trade Commissioner A. Stuart Bleakney.

Rotterdam, July 29, 1920.—Belgium is a flax-producing, consuming and import-exporting country. The climate and soil are very suitable in Flanders for the production of a fine fibre flax, and above all the waters of the Lys are world famous for their special value in the retting of flax. It is claimed that the flax in Courtrai is the best in the world. Courtrai is also known for its flax and linen market. At Courtrai all linens manufactured in the villages and small mills along the Lys are sold.

The flax and tow spinning establishments of Belgium pre-war included 280,000 spindles, employing about 14,000 workmen, with an annual production of 20 million kilogrammes of thread.

The spinning mills, twenty-eight in number, are situated for the most part in the two Flanders. The city of Ghent alone boasts of seventeen. Others are located at Liége, Malines, Touranai, Roulers, Courtrai and Lokeren. Since the war the industry has recuperated to the extent of 78 per cent, and on April, 1920, 219,256 spindles were active.

The spinning mills of Ghent and elsewhere do not, however, use Belgian flax exclusively but buy their flax in the world market. Travellers representing many countries visit Belgium and call on the spinning mills, societies and spinners' representatives, with a view to securing orders.

In pre-war days (1913) the Belgian spinning mills (*Filatures de Lin*) used flax from France, Russia, and Holland. Belgium also imports flax from Great Britain, India, Chile, and other countries.

FAILURE OF RUSSIAN SUPPLIES.

The imports from Russia in 1913 were over 80,000,000 kilogrammes, having a value of more than 76,000,000 francs. This year the flax coming forward from Russia is negligible. It is stated in the Belgian press, and attributed to the Supreme Economic Council of Soviet Russia, that the production of flax in Russia pre-war was more than 20,000,000 pouds.* Since the nationalization of the flax harvest however, it was not more than 4,250,000 pouds in 1919. It is claimed to be impossible for Russia to export appreciable quantities, and a bad harvest is promised this year.

INCREASED LOCAL AND NEIGHBOURING PRODUCTION.

Belgium.

To counteract this immense shortage we have the increased production in Belgium and neighbouring countries. It has been reported previously that the area under crop in Holland has doubled and amounts to 38,000 hectares. It is claimed by experts that there are 85,000 hectares under flax in Belgium this year. This is four times the normal area. The increase is attributed to the high prices which have been ruling for fibre. It is claimed that there will be enough flax in Belgium to keep the scutchers busy for three years.

On July 15 reports inform us that the Belgian crop appears good. In Flanders, the principal flax area, the pulling has commenced. Following the abundant rains of the last few weeks, many lots have been beaten down and pulling is difficult. Good profits should be realized, but not so good as if the rains had kept off.

A personal survey on June 24 of the Ghent area confirmed the reports, although little evidence of damage by rain could be seen. Most of the flax was pulled and was being dew retted. The flax was long, but its quality could not be estimated until worked up.

* One poud = 36.1127 pounds.

France.

The situation of the French Lille district and Courtrai (Belgium) is similar and intimately related, being contiguous. The French crop is excellent. Several samples were tested and proved good in regard to length and fineness. There is, however, a shortage of workmen and their demands are difficult to meet. France had 8,125 hectares under flax in 1915, and this year on June 1, 24,681 were seeded.

Germany.

According to the British Commercial Attaché at Cologne, while without doubt the area under flax has been augmented in Germany, yet the increased area is not sufficient to compensate for the extreme poverty of the harvest, largely due to the failure of labour and consequent neglect of the flax.

The industry generally has slowed down owing to the lack of fuel, and the price of linens is considerably higher.

SHORTAGE OF SCUTCHING FACILITIES.

It is felt that on the whole, while there is certainly a generally increased production of flax to make up for the Russian collapse, yet there has not been a simultaneous increase in facilities for working up the straw to the finished product, and the problem before the Belgian flax industry is one of *swingling*.

CONDITION OF MARKET.

In regard to the spinning and linen industry, the *Bulletin de Travail*, June 15, states: "At Ghent the quality of flax offered diminishes appreciably; this is especially the case near Courtrai. On the other hand, the price tends to be high. This double influence affects the market and puts the spinning industry in a difficult position. In tow the demand is good for good quality. Poor qualities are not wanted.

Thread is in strong demand both for the Belgian industry and for export. Two important works, however, have already entirely stopped the double shift system. There is a new demand for a 30 per cent increase in wages.

In the linen industry there is a slow delivery of machines ordered from England. Linen thread continues high, and the prices offered for linen are not in proportion. There is little stoppage of work. The working day is nine hours.

On July 20 a representative of a foreign firm selling flax in the area stated that the spinning mills were at that date working about half-time. Buying had practically ceased. The quality of flax offering was not good and prices had dropped.

PRICES.

The following prices were current about a month ago, but have since dropped about 8 per cent, with few transactions: Flax retted on the fields, 1,700 to 2,100 francs per 100 kg.; white flax retted in the Lys, 2,400 to 2,800 francs; flax retted in pits, 3,200 to 4,100 francs, according to quality.

A shipment of Canadian flax which arrived about this time would have sold for 2,390 francs had it been in good condition. Some of it was unfortunately damp and rotten inside. The flax was otherwise well spoken off, well swingled, and considered cheap at 2,390 francs per 100 kg. This was a pale blue flax packed in presses of 200 kg. There is an association of spinners in Ghent.

CHANCES FOR CANADIAN FLAX FIBRE.

There appears to be no reason why Canadian flax swingled and dressed should not find a good market in Belgium, provided prices are maintained at anything like

the present level, and in spite of much talk of lower prices we are faced with two solid facts. First, the present failure of Russia to supply, and, second, the shortage of scutching facilities, with a consequent effect on the available supplies of dressed flax until this year's crop can be treated. Belgian scutching is also very slow, though thorough. It is true, however, that at the present moment there is practically no buying. Spinners appear to be anticipating a fall in price.

LINSEED AND SOWING SEED.

As to seed, it is still a little early to judge the quality of the Belgian seed of this year, but reports prophesy damage by rain and a possible shortage of good seed.

The figures of import do not differentiate between linseed for oil and flax-seed for sowing. However, figures show in 1913 an importation of 22,686,230 kilogrammes of flax-seed from Canada, valued at 6,522,291 francs. Considerable of the 19,033,929 kg. designated as from the United States in the same year probably originated in Canada. Belgium in turn shipped large quantities to Germany (103,377,118 kg.). Canadian flax-seed to the amount of 2 447,950 kg. was handled by Belgium in transit, most of which was destined for Germany and a small quantity for Holland. There is no indication of imports from Canada in 1919 or for this year.

Indeed the total imports were only 3,580,552 kg. in 1919 and 10,342,045 kg. in five months of 1920, as compared with a total of 259,104,557 kg. in 1913. This is doubtless due to the increased production in France, Belgium, and Holland of flax, the rippling of the seed being a simple operation. One sees no reason, though, why shipments of Canadian seed should not find a favourable market in Belgium after the splendid showing made in Ireland last year in competition with Dutch seed.

Seed for oil purposes is usually handled separately from sowing seed, and is a product dealt in regularly on the commodity bourse.

RUSSIAN-AMERICAN REGISTER.

Mr. E. I. Omeltchenko, Commercial Advisor to the Russian Embassy, Washington, prior to the Bolsheviki regime in Russia, and O. A. Korff, former Russian Vice-Consul in New York city, have prepared a volume entitled "Russian-American Register" in Russian and English. It contains articles on the prospects of trading with the Soviet, Russia, the establishment of independent border states, general trade conditions, Russian goods for export, methods of payment for imports, the Russian co-operatives, the economic prospects of the Russian Far East, commerce with the Black Sea region, references to Constantinople, Roumania, Bulgaria, Jugo-Slavia, Esthonia and Latvia, in English. The Russian section gives a considerable amount of information regarding the United States and Canada, about seven pages being devoted to descriptive matter regarding Canada, while there is a list of some of the Canadian firms that have shown an interest in Russian trade.

A NEW JAMAICA SUGAR FACTORY AND REFINERY.

A contract has been entered into between the Gray's Inn Central Factory Company, Limited, of Jamaica and Messrs. George Fletcher & Company, of Derby, for the supply and erection of a modern sugar factory and distillery for the 1922 crop. The plant is to produce 10,000 tons of 96 degrees crystals per crop and about 2,500 gallons of rum. The factory is of the latest type and designed for the highest efficiency, the whole being electrically driven. It is contemplated duplicating the capacity of the plant in the near future, and the whole scheme has been arranged to facilitate this in the most economical way when the ultimate capacity is reached. It is of interest to know that in the old days a muscovado sugar factory existed on the Gray's Inn Estate, the machinery of which was supplied by Messrs. George Fletcher & Company in the year 1862. The cultivation of sugar was abandoned when the prices of sugar dropped to a point when it was not a profitable industry, but the ruins of the old plant remain to this day.

IMPORTS OF ARGENTINA FOR 1919.

TRADE COMMISSIONER B. S. WEBB.

Buenos Aires, July 1, 1920.—According to the report of the National Statistical Department covering imports during 1919, a translation of which is published in the *Review of the River Plate*, the real value of imports for the year amounted to the sum of $655,772,294 gold, as against $500,602,752 in 1918. The "nominal values" given in the report represent the value of imports in accordance with the official appraisement values fixed by the Customs Tariff of Values of 1906, and can therefore be taken for the purpose of comparison as being expressions of quantity. The "real values" represent the actual present day commercial value of the goods imported. The index numbers indicate the percentage of increase or decrease in quantities or in the total value of imports for the years subsequent to 1910, as compared with the quantities and values of imports during that year. From the following table showing quantities and values of imports for the past ten years, it will be seen that the volume of imports during 1919 was 33·7 per cent less than during 1910, whilst the cash value was 72·8 per cent higher. The volume of imports during 1919 is the heaviest recorded since 1914, and present indications are that importation during the present year will be equal to or heavier than that of 1914.

IMPORTS IN THE YEARS 1910 TO 1919.

"Real" and "Nominal" values.

Year	"Nominal Values" (Customs Tariffs) $ Gold.	Index Numbers (Expressions of Quantity).	"Real values" $ Gold.	Index Numbers (Expressions of actual value).
1910	351,770,656	100	379,352,515	100
1911	366,810,686	104.3	405,049,992	106.7
1912	384,853,469	109.4	446,863,002	117.7
1913	421,352,542	119.8	496,227,094	130.8
1914	271,817,909	77.3	322,529,964	85.1
1915	226,892,733	64.5	305,488,006	80.6
1916	217,409,322	61.8	366,130,751	96.6
1917	184,467,048	52.4	380,321,178	100.2
1918	165,826,232	47.1	500,602,752	131.9
1919	229,709,812	65.3	655,772,294	172.8

The rise in the price of imported articles in relation to the appraisements of the Customs Tariff from the year 1910 to 1919 has been as follows:—

Year.	Increase %.
1910	7.8
1911	10.4
1912	16.1
1913	17.7
1914	18.6
1915	34.6
1916	68.4
1917	106.1
1918	201.8
1919	185.4

NOMINAL AND REAL VALUES OF THE IMPORTS IN EACH QUARTER OF 1919.

Periods.	Nominal Value $ Gold.	Real Value $ Gold.	Relative Difference %
1st quarter	33,641,056	104,701,416	+211.2
2nd quarter	61,821,482	176,806,700	+185.9
3rd quarter	67,522,563	183,098,072	+171.1
4th quarter	66,724,711	191,166,106	+186.5
The whole year	229,709,812	655,772,294	+185.4

Examining the value of the imports in each quarter of 1919, it is found that the fall in prices commenced in the second three months. As regards expressions of quantity ("normal" values), it will be observed that in each of the last three quarters of the year, there entered the country almost double the quantity of goods which arrived in the first quarter.

IMPORTS INTO ARGENTINA IN 1919.

Summary by Groups and Sub-groups.

Classification.	Nominal Value $ Gold.	Real Value $ Gold.
I Live animals	2,054,320	2,054,320
II Alimentary substances:		
(a) Animal	1,669,333	597,343
(b) Vegetable		
1 Fruit	1,762,609	3,220,287
2 Spices and other condiments including sugar and comestible oil	10,116,890	37,482,419
3 Vegetables and cereals (including rice, malt, etc.)	3,298,758	10,516,440
4 Substances for infusions and hot beverages (including coffee, tea and "yerba mate")	11,214,649	27,722,612
5 Flour, paste, starch and other alimentary products	413,364	947,844
Totals II	28,475,603	84,486,945
III Tobacco and its artifacts	4,582,777	9,568,838
IV Beverages:		
(a) Wine	1,882,995	5,293,099
(b) Spirits of wine and liqueurs	854,384	3,426,934
(c) Other beverages	282,510	876,628
Totals IV	3,019,889	9,596,661
V Textile materials and their artifacts:		
(a) Silk	5,570,985	11,715,781
(b) Wool	6,252,798	24,767,333
(c) Cotton	31,987,654	96,954,579
(d) Other textile fibres (including sacking, cloth, meat coverings, etc.)	19,386,882	82,800,365
Totals V	63,198,319	216,238,058
VI Oils—Fixed, mineral, volatile and medicinal and fats (including kerosene, naphtha, petroleum, etc.)	18,996,712	35,868,858
VII Chemical and pharmaceutical substances	15,134,475	40,202,862
VIII Paints and dyes	2,640,239	5,378,167
IX Wood, other oleaginous substances and their artifacts:		
(a) Raw and slightly manufactured materials	7,525,863	28,041,366
(b) Artifacts	2,204,960	3,307,440
Totals IX	9,730,823	31,348,806
X Paper and its artifacts:		
(a) Paper and cardboard	6,827,008	18,678,694
(b) Artifacts	1,440,123	1,546,692
Totals X	8,267,131	20,225,386
XI Leather and its artifacts	1,326,270	3,334,243
XII Iron and its artifacts:		
(a) Raw and slightly manufactured materials	8,621,101	29,708,314
(b) Iron and steel artifacts	17,191,225	37,872,117
Totals XII	25,812,326	67,580,431
XIII Other metals and their artifacts:		
(a) Raw and slightly manufactured materials	5,320,806	12,626,273
(b) Artifacts	5,410,725	11,800,791
Totals XIII	10,731,531	24,427,064
XIV Agriculture	8,533,573	16,051,651
XV Stone, earth, glass and ceramic products:		
(a) Raw and slightly manufactured materials (including coal)	12,772,548	48,894,612
(b) Artifacts	1,761,183	5,581,189
Totals XV	14,533,731	54,475,801
XVI Electricity	3,612,757	9,078,858
XVII Various articles and manufactures	9,059,336	25,855,345
Totals	229,709,812	655,772,294

The principal increases in the imports of 1919, as compared with those of 1918, were registered in the following articles:—

In the "Live Animals" group there was an increase of $672,000 gold, resulting almost entirely from the augmented value of the bovine stock imported for home consumption from bordering countries.

In "Alimentary Substances," there has been altogether an increase of $6,320,000 gold (tariff values) in relation to like imports in 1918. This is largely attributable to the rise in prices of the majority of the articles constituting this group, and especially as regards sugar imports, which rose from 33,200,000 kg. in 1918 to 82,100,000 in 1919; comestible oil, which rose from 6,960,000 to 13,500,000 kg.; dried and preserved fish from 3,700,000 to 6,100,000 kg.; malt from 14,900,000 to 18,900,000 kg., and "yerba mate," from 58,900,000 to 69,000,000 kg., etc.

In the "Tobacco" group there is observable an increase of $1,470,000 gold, resulting from augmented imports of cigars and tobacco of all classes, and particularly of leaf tobacco, entries of which rose from 3,600,000 kg. in 1918, to 6,600,000 in 1919.

There was likewise a small increase in "Beverages" in 1919. The tariff value of the imports in that year was greater by $370,000 gold than in those of 1918.

The "Textile Materials" group shows a notable increase in 1919 of $8,870,000 gold as compared with the value of the imports in the previous year. Distributing this increase amongst the different textiles which comprise the group, we have to make the following allocations: to the "silk" sub-group, $1,216,000 gold; "wool," $102,000; "cotton," $462,000; "other textile fibres," $7,090,000 gold.

The most important increases in the "Cotton" sub-group have occurred in the following articles: spun cotton for weaving from 4,900,000 kg. in 1918 to 6,250,000 in 1919; cotton bags from 307,000 kg. to 564,000; cotton canvas and sail-cloth, from 568,000 kg. to 900,000; crude cotton fabrics, from 2,400,000 kg. to 2,916,000, etc.

In "Other Textile Fibres" the most conspicuous increases result from heavier imports of sacking, which rose from 36,700,000 kg. in 1918 to 78,000,000 in 1919, and special sewing-twine for bags from 1,250,000 kg. to 2,380,000.

In the "Oil" group there was a considerable increase in the value of imports, the value of which in 1919 was $19,000,000 gold as against $10,800,000 in 1918. This increase is made up of large entries of gas-oil (71,000 kg. in 1918 and 3,520,000 in 1919); kerosene (32,900,000 litres in 1918, and 40,350,000 in 1919); paraffin (1,810,000 kg. in 1918 and 3,940,000 in 1919), etc. Imports of petroleum and petroleum residues for fuel and for refining purposes, which in 1918 were only 10,650,000 kg. rose in 1919 to 329,000,000 kg., an increase of 318,350,000 kg.

The increase of $5,200,000 gold shown in "Chemical and Pharmaceutical Substances" group results from greater imports of specifics for skin disease in cattle; of chemical products for industrial purposes, and of pharmaceutical substances and of compounded medicaments.

In the "Paints and Dyes" group there is also observable an increase of $990,000 gold, as compared with the imports in 1918. There have been heavier arrivals of prepared paint of all classes, which rose from 2,310,000 kg. in 1918 to 4,480,000 in 1919, as also in varnishes, red-lead, white-lead, printing and lithographic ink.

"Wood" imports also show increases. The increase in their value of $2,550,000 gold is due to larger entries of pitch-pine, which rose from 2,670,000 square metres in 1918 to 4,630,000 in 1919; spruce, unpolished oak, staves, empty casks, etc.

The increase of nearly $3,000,000 gold observable under "Paper and Cardboard" is the result of heavier imports of the following articles: paper for newspapers (26,650,000 kg. in 1918 to 43,360,000 in 1919); paper for book-printing (5,760,000 kg. in 1918 to 9,337,000 in 1919); writing paper (2,160,000 kg. in 1918 to 4,010,000 in 1919); wrapping paper (from 885,000 kg. in 1918 to 1,975,000 in 1919); cardboard of all classes (from 3,330,000 kg. in 1918 to 7,810,000 in 1919), etc.

The "Iron and its Artifacts" group is the one showing the biggest increase. The total value of the imports under this heading in 1919 amounted to $25,810,000

gold as against $13,250,000 in 1918, an increase of $12,560,000 gold. The most important increases are noted in the following articles: iron or steel wire for fencing (21,920,000 kg. in 1918 and 61,700,000 in 1919); galvanized iron (5,594,000 kg. in 1918 and 28,710,000 in 1919); iron in bars and plates (7,620,000 kg. in 1918 and 24,200,000 in 1919); iron in sheets (7,218,000 kg. in 1918 and 19,070,000 in 1919); iron in ingots for casting (1,290,000 kg. in 1918 and 4,785,000 in 1919); iron beams (2,050,000 kg. in 1918 and 8,714,000 in 1919); steel in bars (518,000 in 1918 and 3,050,000 in 1919); nails of all classes (1,380,000 kg. in 1918 and 2,600,000 in 1919); screws and nuts (863,000 kg. in 1918 and 3,220,000 in 1919), etc.

There were also important increases in entries of accessories and spare parts for carts and automobiles, machinery and repair parts, motors, and in general in almost all iron and steel goods.

In the "Other Metals and their Artifacts" group there are to be noted certain increases in imports of copper and brass in ingots and plates (248,000 kg. in 1918 and 868,000 in 1919); lead in ingots and plates (3,500,000 in 1918 and 5,200,000 in 1919), etc. Gold, silver, and other metal watches show important increases (257,000 units in 1918 and 442,000 in 1919), with an increase in value of $768,000 gold. There was an increase in imports of most metallic artifacts, of $1,470,000 gold in 1919 over the figures for 1918.

In the articles forming the "Agriculture" group there are also some increases. The difference in the value of the imports between 1918 and 1919 was over $2,000,000 gold in favour of the latter year. Worthy of mention are the increases in the entries of binder twine (8,100,000 kg. in 1918 and 14,550,000 in 1919); alfalfa seed (1,440,000 in 1918 and 2,650,000 in 1919), and in the majority of agricultural machines and implements.

The increase of nearly $5,000,000 gold observable in the "Stone, Earth and Ceramic Products" group is the result of heavier imports of the following articles: coal (822,000 tons in 1918 and 1,258,000 in 1919); Trinidad asphalt (1,960,000 kg. in 1918 and 2,600,000 in 1919); sulphur (4,700,000 kg. in 1918 and 9,800,000 in 1919); Portland cement (56,600 tons in 1918 and 122,000 in 1919); glass and crystal plates (390,000 square metres in 1918 and 540,000 in 1919); glass for floors and skylights (200,000 kg. in 1918 and 926,000 in 1919), etc.

In imports of articles comprised in the "Electricity" group there has been an increase of $1,400,000 gold, arising from larger arrivals of electric wire and cables, which rose from 1,180,000 kg. in 1918 to 2,280,000 kg. in 1919. There was likewise a general increase in all electrical materials and accessories.

Imports under the "Various Articles and Manufactures" group increased to the extent of $3,950,000 gold, conspicuous being the increase in entries of railway material, valued in 1918 at $530,000 gold and in 1919 at $2,560,000. There are also observable increases in the imports of piping and rubber goods, postal packets, pharmacy apparatus and implements, etc.

Although, in gross, there have been increases in the imports under all groups, there have been decreases in arrivals of certain articles, of which the following are the most important:—

In the "Alimentary Substances" group there was a decline in ground coffee imports (22,030,000 kg. in 1918 and 17,030,000 in 1919); ground cocoa (2,840,000 kg. in 1918 and 1,696,000 in 1919); farina (2,560,000 kg. in 1918 and 1,760,000 in 1919), etc.

In textiles the decline in imports of burlap bags is worthy of mention. It fell from 12,450,000 kg. in 1918 to 8,710,000 in 1919. This decline, however, was compensated for by increased import of the sacking in bales, which rose, as we have seen, from 36,700,000 kg. in 1918 to 78,000,000 in 1919.

Imports of refined naphtha, which amounted to 95,000,000 litres in 1918, dropped to 82,000,000 litres in 1919. This decline, however, was made up for by larger imports

of crude petroleum for refining and for fuel (181,000,000 k.g., as against 9,750,000 in 1919).

Another reduction worthy of note is that of tin in ingots, which fell from 2,900,000 kg. in 1918 to 1,130,000 in 1919, and of cut tinplate for meat-canning, which dropped from 32,980,000 kg. to 24,900,000. Both these articles were employed in the making of cans for meat—and canned-meat exports were very considerably less during the past year.

ITALIAN TRADE, JANUARY TO APRIL 1920.

TRADE COMMISSIONER W. McL. CLARKE.

Milan, July 27, 1920.—Italy's total trade for the first four months of the current year amounted to 6,759,754,981 lire (valuation based on 1919 prices) as compared with 6,802,236,909 lire in the January to April period of 1919. The noteworthy feature of the comparison of the two years, however, is the declining imports and increasing exports. Whereas in the first four months of 1919 Italy's imports amounted to 5,735,000,000 lire, during the corresponding period of 1920 imports fell off 1,128,000,000 lire or were valued at 4,607,000,000 lire. That is, in other words, Italy's imports for January to April, 1920, declined from forming 86 per cent of the country's total trade as in 1919 to 69 per cent of the aggregate. As regards exports these increased during the January to April period of 1920 to 2,152,000,000 lire, as compared with 1,066,000,000 lire in 1919, or in other words Italian exports for the first four months of the current year constituted 31 per cent of the total trade over against 16 per cent last year. The following figures are illustrative:—

	Imports Millions lire.	Difference Millions lire.		Exports 1919-1920. Millions lire.	Difference Millions lire.	
January	936	1,061	—	125	432	216	+ 216
February	1,066	1,369	—	303	534	252	+ 282
March	1,337	1,654	—	317	602	305	+ 297
April	1,268	1,651	—	383	584	293	+ 291
Total	4,607	5,735	—1,128		2,152	1,066	+1,086

It is evident therefore that Italy's foreign trade is showing marked improvement, and it may be argued that if imports have dropped 1,128,000,000 lire, while exports have increased 1,086,000,000 lire, that the unfavourable trade balance has during the first four months of the current year been virtually reduced by the total of these figures, viz. 2,214,000,000 lire.

ITALY'S TRADE BY COUNTRIES.

There is shown hereunder the trend of Italian trade for the first four months of 1920 as compared with the corresponding period of last year:—

Imports.

	January-April 1920 Millions of lire.	January-April 1919 Millions of lire.	Difference. Millions of lire.
Austria	149.4	.....	+ 149.4
Czecho-Slovakia	58.2	.....	+ 58.2
France	378.6	107.0	+ 271.6
Germany	186.1	.....	+ 186.1
Great Britain	751.4	671.2	+ 80.2
Greece	13.6	4.9	+ 8.7
Spain	39.3	80.4	— 41.1
Switzerland	105.7	55.7	+ 50.0
British India	244.0	346.9	— 102.9
Egypt	39.4	95.8	— 56.4
Tripoli and Cyrenaica	1.9	3.7	— 1.8
Tunis	23.8	20.2	+ 3.6
Argentina	414.1	538.1	— 124.0
Brazil	84.7	96.2	— 11.5
United States	1,514.5	2,339.9	— 825.4
Other countries	603.0	458.3	+ 144.7

Exports.

	January-April 1920 Millions of lire.	January-April 1919 Millions of lire.	Difference. Millions of lire.
Austria	79.9	.....	+ 79.9
Czecho-Slovakia	19.0	.....	— 19.0
France	350.0	248.2	+ 102.3
Germany	82.5	112.0	+ 82.5
Great Britain	306.7	32.4	+ 194.7
Greece	48.2	5.4	+ 15.8
Spain	40.7	76.8	+ 35.3
Switzerland	273.1	7.7	+ 96.3
British India	37.6	11.7	+ 29.9
Egypt	73.9	31.0	+ 62.2
Tripoli and Cyrenaica	25.2	5.4	— 5.8
Tunis	16.1	19.1	+ 10.9
Argentina	76.5	6.4	+ 57.7
Brazil	32.0	24.6	+ 25.4
United States	194.7	209.3	+ 169.6
Other countries	495.4	.....	+ 286.1

It is interesting to note that the imports into Italy for the period under review from Germany, Austria and Czecho-Slovakia have amounted to almost 400,000.000 lire, whereas nothing was imported from these countries during the January to April months of 1919. The decrease in the imports from the United States, viz. 825,400,000 lire, is striking.

THE MEXICAN GOVERNMENT COMMERCIAL REPRESENTATIVE OFFERS TO HELP CANADIAN MANUFACTURERS.

Mr. Luis Murua Martinez, Mexican Government Commercial Representative in Canada, 22 Imperial Life Building, Toronto, sends the following statement:—

"Two steamship companies have given me to understand that they are very much interested in extending their traffic from Canadian to Mexican ports, by way of the Gulf of Mexico. They are desirous of obtaining specific information regarding the amount of cargo, etc., which may be handled between the two ports, and need only the assurance that conditions will be favourable, to commence operations in this direction.

"The Canadian manufacturers are beginning to realize that Mexico consumes all sorts of products which are manufactured in Canada.

"With this realization, in order to expedite commercial interchange, and to make their sales larger and more profitable in Mexico, they are sending catalogues, circulars, etc., in Spanish to the principal firms, and in some instances, commercial agents and salesmen to that country in the interests of their respective enterprises.

"Of especial aid in business transactions, there are in Mexico branches of two of the principal banks of Canada, namely the Bank of Montreal and the Canadian Bank of Commerce, through which merchants and all business people can obtain every financial accommodation for the negotiations relative to importing and exporting.

"It is essential that the Canadian manufacturers know that Mexico imports, every year more than $300,000,000 worth of every kind of merchandise, a large per cent of which could be supplied by Canadian manufacturers if they chose to enter the competition to the same extent as the nations who do receive the largest per cent of the trade.

"So far, most of this profit has been secured by other countries because the business houses of said countries have made it part of their routine to send agents, salesmen, catalogues, etc., regularly to Mexico, thus making themselves representative in the affairs of that country.

"Furthermore, the importation and exportation of Mexico will have a steady growth year by year, due to the settled conditions which now exist in contrast to the past, and due to the new Government.

"At the present time, I am supplying Canadian manufacturers with data and information necessary in the interest of extending their business in every way, and find that they are eager to learn conditions and to take advantage of the opportunities which such knowledge presents.

"At the same time I am communicating with the various Chambers of Commerce in Mexico, and with important firms there notifying them of the advantages to be gained through developing their Canadian trade.

"With your help I feel assured that sufficient cargo can be obtained to maintain a steamship line from Canadian to Mexican ports. Such facility will prove a boon to both countries alike."

"The following is a list of Chambers of Commerce in Mexico, who are constantly studying the markets, industrial conditions, etc., and who are ready to be of assistance in introducing Canadian lines of merchandise in the markets of their respective districts.

Confederacion de Camaras de Comercio, Mexico City, Mexico.
Camara de Comercio, Acapulco, Gro., Mexico.
Camara de Comercio, Aguascalientes, Ags., Mexico.
Camara Nacional de Comercio, Ameca, Jal., Mexico.
Camara de Comercio, Atlixco, Pue., Mexico.
Camara de Comercio, Campeche, Cam., Mexico.
Camara Nacional de Comercio, Chihuahua, Chih., Mexico.
Camara Nacional de Comercio, Ciudad Juarez, Chih., Mexico.
Camara Nacional de Comercio, Colima, Col., Mexico.
Camara de Comercio, Cordoba, Ver., Mexico.
Camara Nacional de Comercio, Durango, Dgo., Mexico.
Camara de Comercio, Guadalajara, Jal., Mexico.
Camara Nacional de Comercio, Guaymas, Son., Mexico.
Camara Nacional de Comerico, Huauchinango, Pue., Mexico.
Camara Nacional de Comercio, Iraquato, Gto., Mexico.
Camara Nacional de Comercio, Leon, Gto., Mexico.
Camara Mercantil y Agricola, Matamoros, Tamps., Mexico.
Camara Nacional de Comercio e Industria, Matehuala, S.L.P., Mexico.
Camara Nacional de Comercio, Mazatlan, Sin., Mexico.
Camara Nacional de Comercio, Merida, Yuc., Mexico.
Camara Nacional de Comercio, Mexico, D.F., Mexico.
Camara Nacional de Comercio, Monterrey, N.L., Mexico.
Camara Nacional de Comercio, Morelia, Mich., Mexico.
Camara Nacional de Comercio, Nuevo Laredo, Tamps., Mexico.
Camara Nacional de Comercio, Orizaba, Ver., Mexico.
Camara de Comercio, Industria y Agricultura, Pachuca, Hgo., Mexico.
Camara Nacional de Comercio, Puebla, Pue., Mexico.
Camara de Comercio, Queretaro, Qro., Mexico.
Camara Nacional de Comercio, Saltillo, Coah., Mexico.
Camara Nacional de Comercio, San Luis Potosi, S.L.P., Mexico.
Camara Nacional de Comercio, Tabasco, Villaherosa, Mexico.
Camara Nacional de Comercio, Tampico, Tamps., Mexico.
Camara de Comercio Industria y Agricultura.
Tampiquena, Tampico, Tamps., Mexico.
Camara Regional de Comercio, Tehuacan, Pue., Mexico.
Camara Nacional de Comercio, Tepic, Nayt., Mexico.
Camara Nacional de Comercio, Agricultura e.
Industria, Toluca, Mex., Mexico.

Camara Nacional de Comercio de la Comarca Lagunera, Torreon, Coah., Mexico.
Camara Local de Comercio, Tulancingo, Hgo., Mexico.
Camara de Comercio, Tuxtla Gutierrez, Chias., Mexico.
Camara Nacional de Comercio, Vercruz, Ver., Mexico.
Camara Nacional de Comèrcio, Zacatecas, Zac., Mexico.
Camara Nacional de Comercio, Jalapa, Ver., Mexico.
Camara de Comercio, Ahualulco, Jal., Mexico.
Camara Nacional de Comercio, Ciudad Victoria, Tamps., Mexico.
Camara de Comercio, Nogales, Son., Mexico.
Camara Comercial y Agricola, Paso Del Macho, Ver., Mexico.
Camara Nacional de Comercio, Tapachula, Chias, Mexico.
Camara de Comercio, Uruapan, Mich., Mexico.
Confederacion de Camaras Industriales, Mexico City, Mexico.
Camara Comercio Britanica, Mexico City, Mexico.
Camara Comercio de Gomes Palacio, Durango, Mexico."

In writing to any of these Chambers of Commerce it would be well to say that Mr. Luis Murua Martinez, Mexican Government Commercial Representative, has advised that Mexican business men wish to open up business relations with Canada.

CANADA AND THE BRITISH WEST INDIES.

By Watson Griffin.

IX.

The Resources of British Guiana.

With lands lying at so many different altitudes British Guiana's climate naturally varies in different sections, but it is everywhere very equable. Along the coast the difference between the mean maximum temperatures of the hottest and coolest months of the year is a little over three degrees, while the variations between the mean minimum temperatures is only 1·6°. At the botanic gardens, Georgetown, where the temperatures may be regarded as representative of the coast lands, the annual mean temperature is 81·0° F., the mean maximum 85·9° F., and the mean minimum 75·8° F.

In the forest region of the slightly elevated belt back of the coastlands the temperatures range from 72° to 89°, while in the highlands of the interior somewhat greater extremes of temperature are registered.

There is always a breeze blowing which tempers the heat. Coming down the Essequibo river on a steamer one day I became acquainted with a Roman Catholic priest now in charge of a Portuguese congregation in Georgetown who lived for years in India and Ceylon. He said when he received instructions that he was to be transferred from Ceylon to British Guiana he looked up the latitude on the map and concluded that the climate would be much the same as he had experienced in India and Ceylon. He was surprised to find after arrival in British Guiana that the heat was very much less oppressive owing to the trade winds. He said he found it much less exhausting than the climate of Ceylon.

FREE FROM HURRICANES AND EARTHQUAKES.

British Guiana is free from the hurricanes that sometimes sweep over most of the British West Indian islands, and it has never suffered from an earthquake.

There are 57,770,000 acres of land in British Guiana and only about 2,000,000 acres are privately owned, so that there are about 55,700,000 acres of unalienated crown lands.

The government estimate that in the lowland country easily accessible by the coast railway or by the rivers navigable by steamships below the rapids and waterfalls there are about 10,880,000 acres, and over 7,000,000 acres are considered suitable for agricultural purposes, of which approximately one million acres have been disposed of by the government, leaving unalienated about six million acres of easily-accessible Crown lands suitable for agriculture. A considerable proportion of the lands in private hands remain unoccupied and could be purchased at moderate prices.

There are estimated to be 3,700,000 acres of savannah lands in the lowlands, while the savannahs of the highlands are said to have an area of 3,000,000 acres, the remainder of the hinterland being forest. It is believed that a great part of the vast forest-covered interior when cleared will be suitable either for agriculture or for rubber plantations and fruit growing, while the savannahs of the interior are known to be well suited for cattle raising and probably for agriculture.

NO RICHER TROPICAL LANDS.

Sir Daniel Morris, formerly Commissioner of the Imperial Department of Agriculture, the value of whose opinion will not be questioned, has said: "The undeveloped Crown lands of British Guiana are among the richest existing in any part of the Tropics. It is almost inconceivable that such lands should have been so long neglected, while comparatively poorer and less accessible lands are being sought for in the heart of Africa, or in such distant parts of the world as Borneo and New Guinea. From a somewhat extensive and intimate acquaintance with the cultural industries carried on in various parts of Her Majesty's possessions, I am able to state that I know nowhere of such an extensive area of rich and fertile lands with a comparatively healthy climate and within easy reach of such good markets as British Guiana. They can grow nearly every tropical product in demand either in the new world or the old. Further, they are under the control of a firm and stable government, which can offer a stronger guarantee for the permanence of any enterprise that may be started under its auspices than any other in South America."

Sir Walter Egerton, Governor of British Guiana, who has himself spent several months exploring the interior of the country, thinks that no observant traveller can doubt the existence of vast areas of fertile land.

THE REPUNUNI SAVANNAH.

Mr. H. P. C. Melville, the Government Commissioner of the Repununi savannah, the great prairie in the highlands through which the proposed railway to the frontier of Brazil would run, told me that about twenty-six years before he brought into that savannah from Brazil 160 head of cattle. He said that since then the herd had never been added to from outside, but it had increased to about 10,000. He said that in the dryest seasons the cattle never have any difficulty in finding water.

He has a great variety of tropical fruits growing successfully in his gardens, and believes that the Rupununi savannah is well adapted for fruit growing, but thinks that tobacco and cotton would be the most successful crops. The area which he has under cultivation is limited, but he has noticed that the gardens of the Indians in various parts of the savannah seem very successful. The general suitability of this savannah for agricultural purposes has yet to be demonstrated as there are not a dozen settlers in the whole savannah, but Sir Walter Egerton is quite enthusiastic about it.

SUITABLE FOR HIGH-CLASS TOBACCO.

Prof. J. B. Harrison, Director of the British Guiana Department of Science and Agriculture, told me that he had not visited the Rupununi savannah. He was not very optimistic about the agricultural possibilities of the savannah as a whole, but having examined samples of soils selected from different parts of this savannah,



Washing for diamonds in British Guiana.



Over 1,200,000 diamonds have been found in British Guiana during the last fourteen years.

he said: "To my mind the product which is indicated by the analytical examination as the most certain for successful cultivation on the more fertile lands of the Rupununi savannah is tobacco—not ordinary heavy strains of tobacco, but tobacco of the higher classes. I have no doubt that there are wide areas of land where undulating ridges of the savannah gradually merge into the rich soils of the river and creek lands and fertile hollows where soils of similar physical and chemical composition to those of Vuelta-Abajo of Cuba occur. These would produce tobacco which, suitably fermented and cured, should be of the highest quality. There are other soils of a reddish sandy nature containing from 30 to 40 per cent of clay situated on the sides of the lower slopes of the hills which should produce a high grade of Turkish tobacco."

But setting aside both the savannahs and forest-covered lands of the highlands, which have never been fully explored and examined, although the character of the forests and the successful gardens of Indians wherever they have cleared and cultivated land indicate great fertility, let us consider only the easily-accessible lowlands, the character of which is well known.

THE COASTLAND SETTLEMENTS.

At present nearly the whole population of the colony is concentrated close to the seacoast, settlement generally extending not more than two or three miles back and probably not more than ten miles back at any point except a few plantations along the river banks. In this settled fringe are all the great sugar plantations, the East Indian settlements and the negro villages.

Back of this settled country is a large area of flat alluvial lands of great fertility, extending as far as the slightly elevated belt referred to in the last chapter of this report, but these rich alluvial lands generally require drainage to make them available for cultivation.

For some miles from the coast of British Guiana the sea is very muddy. At certain points along the coast the land area has been increased in recent years by the action of the sea; at other points the sea has encroached upon the low-lying land and areas once devoted to sugar growing are abandoned. It is probable that by systematic dyking vast areas of land could be reclaimed from the sea. On the other hand, to save the front part of many of the sugar estates from destruction permanent dykes are necessary. Enormous sums of money have been expended by sugar planters on temporary dykes that have to be repaired constantly. Competent engineers expressed the opinion that a small proportion of the money that has been expended on such temporary dykes during the last fifty years would have provided permanent dykes invincible to the attacks of the sea, but the construction of permanent dykes would require a large investment of capital at one time and the planters have not capital available for the purpose. Moreover, dyking cannot be successfully accomplished by individuals. United action is necessary. The Government is being strongly urged to undertake the construction of permanent dykes along the seacoast.

It has been suggested that a general scheme of dyking might be so planned as to add to the colony a vast area of muddy flats now covered by the ocean. It is claimed that this would be no more difficult than the making of Holland and that the new lands thus created, being easily accessible and extraordinarily fertile, could be sold for more than enough to cover the whole cost of protecting the present coastlands, but with such great areas of Crown lands already available the Government is not likely to be tempted to enlarge the colony in this way at present. Any scheme of dyking undertaken by the Government will probably provide only for the protection of lands not now covered by the sea except where lands can be reclaimed without additional expenditure.

The low-lying lands along the rivers also require empoldering to prevent the ravages of the rivers in flood time, but comparatively inexpensive dyking suffices to protect these river valley lands which are remarkably fertile.



An irrigation and drainage canal in British Guiana.



Sugar cane punts at a British Guiana factory.

The settler who undertakes to establish a plantation in the lowlands of British Guiana on lands that have never been cultivated, whether along the seacoast or in the river valleys, should provide a system of drainage ditches to dispose of the surplus water during the heavy downpours of the rainy season, and in some sections crops could be greatly increased by irrigation during the dry season, although British Guiana has usually a very good rainfall.

There are so many rivers great and small coming down to the sea that there would be no difficulty in providing irrigation and drainage for every part of the coastlands, making the plantations entirely independent of weather vagaries. Some of the plantations are calling upon the Government to provide a general scheme of irrigation. It has been found that large supplies of water can be easily obtained from artesian wells, and there is a difference of opinion as to whether it would be less expensive to get the water for irrigation from such wells or from the rivers.

On the other hand, it has been argued that in ordinary years British Guiana has an adequate rainfall fairly well distributed throughout the year and that a large Government expenditure for irrigation would not be justifiable, although in recent years the rainfall could not be depended upon as surely as usual.

THE ANNUAL RAINFALL.

The average annual rainfall in the 33 years from 1880 to 1912, according to the records of the botanic gardens in Georgetown, was 92·74 inches, the heaviest annual rainfall during this period being 135·24 inches in 1893, the lowest 52·7 inches in 1899. The records show very great variations in the rainfall for the same months in different years. For instance, in 1901 the rainfall for January was less than 1 inch, while in 1880 it was 25·11 inches for the same month. In other years it varied all the way between these extremes, the average rainfall for the month being 8·36 inches. The months having the greatest average rainfall are May, June, July and December, with 11·50 inches, 12·06 inches, 10·61 inches and 11·46 inches respectively, while the months with lightest rainfall are September, October and November with 3·01 inches, 2·35 inches and 5·26 inches respectively. The months showing the least variations from year to year are May, June and July.

Records kept for eleven years at twenty-five stations in the coastal lands showed considerable differences in the rainfall of different districts.

In the forest regions of the slightly elevated country back of the coastlands the rainfall is greater and more evenly distributed throughout the year.

SAND THAT LOOKS LIKE SNOW.

In the slightly elevated belt there are considerable areas of sand almost as white as snow, and any one not acquainted with the character of this sand would suppose that nothing would grow in it, but the sandhills are generally covered by great forests of wallaba trees. However, there are some stretches of savannah lands interspersed between the forests, which seem to be largely composed of the same white sand. Neither the forest-covered sandhills nor the sandy savannahs are included in the government estimates of arable land. It is probable that all this district will be maintained as a forest reservation, as it will serve to conserve the water as well as to furnish a permanent supply of timber.

Excepting the sandhills, the lowlands of British Guiana are so generally remarkably fertile that with a general system of permanent dykes, irrigation and drainage they could probably support as large an agricultural population as any other part of the world of equal area. Even without these improvements there are extensive areas of easily accessible lands of great fertility available for settlement.

While the Government experts estimate that over seven million acres of the lowlands are suitable for agriculture, the area at present under cultivation is less than 360,000 acres.

The clay lands of British Guiana are very rich in potash, the soil constituent which scientific agriculturists say is first exhausted by sugar cane cultivation, and they are consequently well suited for growing sugar cane.

Hon. J. M. Reid, Comptroller of Customs, says that while the production of sugar is not decreasing, the exports of other tropical products are steadily increasing. There may be a set-back comparing one year with another owing to drought or some other cause, but the general movement is upward.

RICE CULTIVATION.

The East Indians are very fond of rice, and for many years after they became an important element of the population nearly all the rice consumed by them was imported. In 1899 the quantity of rice imported into British Guiana was 24,860,000 pounds, and there were no rice exports. In 1913 the quantity of rice imported was only 13,354 pounds, while 17,269,518 pounds of rice were exported. In 1918 the imports were 161,792 pounds and the exports 16,036,100 pounds. British Guiana is milling rice as well as growing it. There are a number of small rice mills in various districts of the colony and several quite large ones.

It is interesting to note that the development of the rice industry was brought about by the imposition of a high customs duty on imported rice. The object of the duty appears to have been to raise revenue, but it proved to be protective, and the rapid development of rice growing and rice milling in British Guiana is a good illustration of the effectiveness of protection in developing home industries. British Guiana had every natural advantage for rice growing and the East Indian population had been accustomed to rice cultivation in India, but it required the stimulus of a protective tariff to establish the industry on a scale to supply the home market.

The exportation of rice did not begin until 1902-3 when about 11,000 pounds were exported.

Most of the 17,269,518 pounds of rice exported from British Guiana last year went to the British West Indian islands, but it is hoped that before long there will be sufficient rice produced to supply the Canadian consumption also.

OTHER TROPICAL PRODUCTS.

The other tropical farm products of which considerable quantities are exported are coffee, cocoa, copra and coconuts.

As regards coconuts, it should be noted that the number exported is no indication of the quantity produced as considerable quantities of nuts are used in the colony in making oil which is greatly demanded by the East Indians. The planting of coconut trees has been very general along the coast in recent years, and the production will greatly increase when the trees come into bearing.

RUBBER PLANTATIONS.

There is much reason to believe that rubber may yet rival sugar as the chief product of British Guiana if the future price of rubber does not rule so low as to discourage production. A very large proportion of the Crown lands of the colony possess ideal conditions of soil, temperature and rainfall for growing Para rubber. Much time was lost in experimenting with an indigenous rubber tree known as *Sapium Jenmani*, being named after a former government botanist of British Guiana.

The tree grew quickly and produced rubber of fine quality, but it was found after a time that such long intervals must be allowed between tappings that it would not pay to establish plantations.

About twelve year ago when it was evident that *Sapium Jenmani* was not likely to prove an economic success, the first Para rubber plantation was started in British Guiana. The trees had a remarkably rapid growth, and I understand that they were in many cases large enough for tapping at an earlier age than the Para rubber trees of Ceylon and the Malayan States, which at present are the world's chief source of supply for plantation rubber. When I visited the Hills estate on the Mazaruni river, where 600 acres were already in Para rubber, and it was proposed to plant 15,000 acres of rubber trees, I saw the record of 32 trees which had been tapped for ten months and twelve days, yielding on the average a fraction over two pounds of rubber per tree, which compares very favourably with the average yield of much older trees in Ceylon. On the Tuschen sugar estate near the coast, where I saw 48,000 young rubber trees, I was told that equally favourable records were being made by the few trees that had been tapped.

Para rubber, scientifically known as *Hevea brasiliensis* is commercially the standard rubber. Its original home was in the forests of Brazil, but seedlings grown in the Kew Gardens from seed obtained in Brazil were transplanted in Ceylon about 44 years ago and proved so successful that many plantations were started in Ceylon, the Malayan States and India.

British Guiana's geographical situation is almost exactly parallel with the Brazilian districts where Para rubber is indigenous. The two countries adjoin each other, meeting almost at the equator. It is not surprising that the Para rubber trees grow most successfully so close to their original habitat. The wonder is that British Guiana did not follow the example of Ceylon many years sooner. Now the only thing that prevents very extensive planting of Para rubber is the fear that the wages of labour are too high compared with the cost of labour in the Far East. Yet on the Hills estate I was told that they could get all the help required at a shilling a day, and it was pointed out that British Guiana is so much nearer to Canada, the United States and the markets of Europe than Ceylon and Malaya that the cheaper cost of transportation would offset the higher cost of labour to a great extent.

LABOURERS REGISTERED.

While the vast areas of fertile land in the interior of British Guiana are as yet untouched by the hand of civilized man there are two branches of industry carried on in the highlands, balata collecting and mining. Lumbering operations are not conducted above the point where the rapids and waterfalls begin because it would be impracticable to bring down timber.

The men employed in gathering balata, lumbering, gold mining and diamond mining generally have their homes in the towns and villages along the coast and go out in expeditions under contract. All these labourers are obliged to register at the Institute of Mines and Forests.

GOLD IN BRITISH GUIANA.

During a period of twenty-five years the annual output of gold in British Guiana averaged over 90,000 ounces. Gold has been found very widely distributed in the colony, the output coming from ten different river districts.

The greater part of the gold taken out of British Guiana has been obtained from alluvial diggings, most of the diggers being black men. The miners are locally known as "porknockers." Dredging operations were being conducted by two companies with very satisfactory results at the time of my visit, and the Secretary of the Institute of Mines and Forests said that it was probable that extensive quartz mining operations would soon be started.

Mr. Frank Fowler, Commissioner of Lands and Mines, says: "It is remarkable that notwithstanding the crude methods employed and the lack of systematic prospecting of the ground the returns from placer washing are so steadily maintained year after year. Indeed the industry as a whole has shown a remarkable steadiness of output which few gold-producing countries have maintained over so long a period, and which has not been equalled by any other country lacking the introduction of modern methods to any extent as has been the case with this colony."

Sir Walter Egerton believes that when railway communication has been established between Georgetown and the interior there will be an immense expansion in the gold industry. He said: "Supplies for the miners have now to be sent by toilsome journeys up rivers cursed with dangerous rapids, cataracts and falls, the miners and their supplies taking weeks to reach their destinations. Scientific mining with modern machinery is almost impossible under existing conditions."

Since 1890 the gold production of British Guiana has amounted to over forty million dollars in value, enough to build the railway from Georgetown to Brazil with branches to the gold districts many times over.

DIAMONDS OF BRITISH GUIANA.

The output of diamonds in British Guiana for the thirteen years ending March 31, 1913, was 1,130,494 stones weighing 85,809 carats. For the year ending June 30, 1913, the output of diamonds was 75,479 stones weighing 7,577⅞ carats. The British Guiana diamonds are small, but of fine quality. The diamond fields are in the vicinity of the Mazaruni and Cuyuni rivers.

BALATA BLEEDING.

One of the most important industries of British Guiana is known as "Balata bleeding." The demand for balata, a rubber-like substance, for the manufacture of belting and other purposes, is rapidly increasing, and the exports from British Guiana have grown steadily for many years. During the calendar year 1913 the quantity exported was 1,323,609 pounds, valued at $768,463. The United Kingdom took 1,191,359 pounds, the United States 130,212 pounds, and Germany 2,038 pounds.

Balata trees, sometimes called bullet trees, grow in the forests all over British Guiana, but the number per acre is usually very small. It is estimated that not more than one tree per acre can be found in the forests of the coastlands and two or three to the acre in the slightly elevated lowlands, although there are small districts within this area where as many as 26 trees to the acre have been found. In the forests of the highlands they are much more abundant, but even in these forests of the hinterland the balata collector must be a hunter, for the finding of the trees is as important as the bleeding.

As balata has been exported from British Guiana for about fifty years in steadily increasing quantities it is surprising that no attempt seems to have been made to establish balata plantations. If instead of hunting over wide forests for bullet trees they were close together in plantations the cost of collecting would be very greatly reduced. But the tree is generally believed to be of very slow growth, although no one seems to know how long it does take for a tree to become sufficiently mature for tapping.

In Venezuela, where there are also bullet trees, it is customary to cut down the trees to get the latex, and this practice was formerly followed in British Guiana, but now the cutting of the trees is prohibited, and there are very strict regulations regarding the bleeding or tapping.

X.

Lumbering in British Guiana.

Of the 90,277 square miles of British Guiana 78,500 square miles are estimated to be covered with forests still owned by the Government, but only about 11,200 square miles lie in the lowlands accessible to waterways unimpeded by waterfalls

and rapids. The great forest region of the hinterland can only be developed when railways are built to bring the timber down to navigable waters.

The exports of timber and lumber from British Guiana are not very great, but they are steadily increasing. In 1905 the exports of timber were 293,315 cubic feet, and the exports of lumber 27,087 feet. In 1913 the exports of timber were 437,111 cubic feet and the exports of lumber 517,819 cubic feet.

As is the case throughout the West Indies, a great many different kinds of trees grow together in the same forest. There are commonly from thirty to sixty different kinds of trees on one acre of land and sometimes more, but in different districts of British Guiana certain trees predominate and give character and name to the forest although they do not monopolize it. Thus there are greenheart forests, crabwood forests, wallaba forests and mora forests. For instance, in a wallaba forest where the trees over 18 inches in girth were counted over a considerable area by the government forester, there were about 53 wallaba trees to the acre and small numbers of each of thirty other kinds of trees over 18 inches in girth, besides great numbers of smaller trees. In a greenheart forest estimated to contain on an average 151 timber trees to the acre, thirty-two were greenheart, while there were seventy-three other kinds of trees in small numbers, the only trees counted being those not less than 18 inches girth.

REMARKABLE RECORD OF GREENHEART.

British Guiana greenheart has a high reputation wherever timber is required for submerged work, such as wharves, piles, dock and lock gates, owing to its extraordinary freedom from decay and its immunity from attacks of the toredo, said to be due to the presence in the wood of an alkaloid called biberine and resinous substances known as tyloses. It has been described as "clean and straight in the grain, free from knots, very hard and heavy, tough, strong and elastic, so unaffected by time and weather that it seems almost imperishable."

Greenheart has been very extensively used in canal and harbour works in England and Scotland, in the Suez canal and in the dykes of Holland. It was used for all the gates, piers and jetties of the Liverpool docks and the fifty lock gates in the Manchester ship canal. Mr. Henry W. Hunter, the chief engineer of the Manchester ship canal, in his report to the Ninth International Congress of Navigation at Dusseldorf in 1902, said that it appeared impossible to fix a limit to the durability of greenheart, and that the only element limiting the age was the iron of the bolts and other fastenings which were usually renewed without serious difficulty. Some years ago the chief engineer of the Suez canal made a very favourable report on greenheart as compared with other woods.

On December 6, 1913, Mr. Alfred Chandler, General Manager and Secretary to the Mersey Docks and Harbour Board, Liverpool, England, wrote to Sprostons Limited, Georgetown, British Guiana as follows:—

"I may say that greenheart has been used in the construction of dock gates at this port for all widths of entrance up to 100 feet, the principal reasons for its adoption being its great strength and the fact that it is not subject to attack by sea creatures. It is also much used in the Liverpool docks for the platforms of bridges and in many other positions where great strength is required."

Greenheart is also used for trestles, bridges, shipping, platfroms, staging, millwork, cellar flaps, flooring, wagons, carriage shafts and fishing rods. In British Guiana it is in demand as a furniture wood. In shipbuilding it is extensively used for keelsons, engine bearers, beams, shell pieces and for planking. It was largely used in the construction of Nansen's ship, *The Fram*, and the Antarctic ship, *Discovery*.

Greenheart is also used for trestles, bridges, shipping platforms, staging, milltested under all kinds of conditions.

Logs of greenheart can be obtained from 10 to 25 inches square and up to 65 feet in length.

As greenheart is too heavy to be floated down the rivers in rafts it is transported by what are known as "sling punts." Two logs of greenheart are laid across the punt on its gunwale and other logs are slung from these under water. The greenheart logs that are to be transported are then rested on the logs that are slung under water and in this way the punts are enabled to keep afloat three or four times the quantity of wood that would immerse them to the gunwale if it had been loaded inside. A roof of palm leaves is erected over the punt and the men in charge live under this roof for weeks at a time, very often with their wives and children sleeping in hammocks.

SURINAM GREENHEART AN INFERIOR WOOD.

The reputation of greenheart has unfortunately suffered in certain quarters through the sale of a wood from Dutch Guiana which somewhat resembles it in appearance and is called Surinam greenheart. As a matter of fact it belongs to an altogether different species and has not the durable and toredo-resisting qualities characteristic of real greenheart. The scientific name of the British Guiana greenheart is *Noctandra Rodioci,* while the so-called Surinam "greenheart" is scientifically known as *Tecoma Araliacea.* The two woods were tried side by side in the dykes of Holland as the Dutch Government naturally preferred to use timber from a Dutch colony if as good as that from a British colony. When the wood was taken out the Surinam "greenheart," was found full of toredo holes, while the British Guiana greenheart was in perfect condition.

MORA QUITE PLENTIFUL.

Mora is another wood of which large quantities are obtainable. Mora is hard, tough, strong, close-grained, very durable and weighs about 65 pounds per cubic foot. It is used for boards, scantlings, beams, railway sleepers, telegraph and telephone posts and many other purposes.

BULLET WOOD NO LONGER EXPORTED.

The wood of the bullet or balata tree has been described as very hard, heavy and dense of a moderately fine grain, varying in colour from a reddish tinge to a deep red. The largest logs are about 80 feet long, squaring over 40 inches. It was formerly sold on the English market under the name of "beefwood" owing to its colour, but now owing to the government regulations prohibiting the cutting of balata trees none of the wood is exported.

CRABWOOD LIKE MAHOGANY.

Crabwood is widely distributed in British Guiana throughout the river valleys. There are two varieties, red and white with similar characteristics generally, but the white variety is much lighter than the red. Red crabwood resembles Mexican mahogany in appearance and is sometimes called Demerara mahogany. Logs of crabwood can be obtained from 40 to 60 feet long and from 8 to 16 inches square. It is extensively used in the colony for building purposes and there is a considerable local demand for it in the manufacture of furniture.

WALLABA SHINGLES.

Wallaba is a heavy hardwood in great demand locally for posts and for making shingles, palings, vat staves, etc., as well as for firewood.

PURPLE HEART, A LOVELY FURNITURE WOOD.

British Guiana has many other beautiful hardwoods, but the number to the acre in the mixed forests is not very great. One of the most beautiful woods for furniture-making and interior woodwork of buildings is known as purple heart. It is a hard, heavy, close, tough and durable wood of a dark purple colour.

WOOD FOR PULP-MAKING.

While there are some trees of immense size in British Guiana forests, Mr. G. S. Jenman, late Government botanist, said: "What strikes one generally in these forests is the fewness of trees say with stems upwards of a foot in diameter, compared to the large number of smaller ones. Standing in any place perhaps a dozen or two dozen trees of the kind mentioned might be counted over the limited space one can scan, while the smaller ones are in hundreds often, and not unfrequently so dense as to greatly impede walking."

It would be interesting to have the opinion of a paper manufacturing expert as to whether these vast numbers of small trees would be suitable for the manufacture of wood-pulp. There are waterfalls and rapids everywhere in the highlands of British Guiana so that electric power could be very cheaply generated and there would never be trouble with ice.

INVOICE REQUIREMENTS AND CONSULAR REGULATIONS OF OTHER COUNTRIES.

Denmark.

Mr. Otto K. Nobel, Acting Consul of Denmark, Montreal, Canada, furnishes the following information:—

For imports in general into Denmark, the Danish customs authorities do not require the invoices filled out in any special way by Canadian exporters.

It is not necessary to furnish special consular or other Danish Government official certificate.

No special declarations, additional information or copies are required outside the usual commercial invoices.

No special certificate of origin is required except a statement of the origin of the goods on the invoice.

The customs has no special regulations affecting the exporter governing bills of lading, or marking and numbering of packages.

The special regulations and prohibitions in force during the war, for instance—reconsigning goods to the Merchants Guild of Copenhagen—have now ceased to be in force.

The above information is, in general, *re* invoices and bills of lading accompanying goods exported from Canada to Denmark. There are other regulations and exceptions *re* coins and notes, which present striking likeness to Danish or other foreign coins, notes, stamps, etc. For domestic animals—horses, dogs, cattle and pigs, etc., as well as wild animals, matches, explosives, medicines, drugs and apothecaries in general—there are also special regulations.

East Africa and Uganda.

The Chief Secretary's Office, Entebbe, Uganda, furnishes the following statement with respect to invoice requirements, etc., for shipment of goods to East Africa and Uganda, same having been obtained from the Acting Chief of Customs of the two Protectorates:—

The customs laws and regulations of East Africa and Uganda are identical, and are administered by the same office in respect of both Protectorates, there being no customs barrier between East Africa and Uganda.

Suppliers' invoices showing all charges to the port of entry are required. Invoices from a firm to a branch of such firm situated in East Africa or Uganda will not be accepted unless supported by suppliers' invoices or a certificate from a banker or notary public to the effect that suppliers' invoices have been produced and the prices quoted are in accordance with such invoices. One copy only is necessary.

At the present time certificates of origin of goods are not required.

There are no customs regulations affecting bills of lading.

There are no regulations respecting the marking of packages, but it is advisable that packages should be marked sufficiently distinctive to enable the consignees to identify them without difficulty by reference to the importing ship's manifest.

Senders make the usual declaration of contents and value of post parcels, and this is accepted as a basis for assessment of duty, verification being made when considered necessary.

Morocco.

Mr. H. B. Johnstone, British Vice-Consul, Tangier, Morocco, advises as follows, with respect to shipping documents for exportation of goods to Morocco:—

The customs authorities do not expect the production of invoices. The invoice is furnished to the steamship agent, never to the custom house.

It is unnecessary to furnish invoices or certificates signed by consuls or officials.

Certificates of origin are not necessary except that under a new regulation relative to the import of German goods, the customs authorities may, in case of doubt, require the production of a certificate of origin or fabrication of goods coming to the French zone.

The customs have no regulations affecting the Canadian exporter governing bills of lading.

There are no regulations governing the marking of packages.

Liberia.

Mr. Henry Hechler, Consul for Liberia, resident at Halifax, furnishes the following information obtained from the Liberian Government, with respect to documents required for exports to that country:—

Invoices are required to contain the following declaration duly signed by the exporter or authorized member of the exporting firm, viz:—

"I ..... hereby certify that I am the exporter of the articles specified in this invoice and that the contents of each package are enumerated in detail herein, and that this invoice shows the true price actually paid or to be paid for the goods specified and all charges separately, thereon."

Invoices also require the consular certificate.

All invoices must bear the consul's certificate or a tax of 2 per cent is charged on the ad valorem and specific duty of such goods.

Certificates showing origin of goods are absolutely necessary.

There is no regulation affecting the bill of lading except where it is required to establish ownership.

Marks and numbers on packages must agree with both invoices and ship's manifests and where there are any discrepancies such packages are subject to examination before delivery.

Postal parcels are retained by the customs and delivered only after the payment of covering duty upon presentation of duly signed invoices or accompanying parcel slip. All parcels except book post are subject to this rule.

INCREASE IN ARGENTINE PORT CHARGES.

(United States Commerce Reports.)

According to an Argentine law of July 6, 1920, transmitted by the American vice-consul at Buenos Aires, the various port and handling charges, such as for sanitary inspection, storage and cranage, lighthouses and buoys, are to be subject to an increase of 30 per cent, the increased charges to remain in effect to the end of the present year.

ALTERATIONS IN CUSTOMS TARIFF OF NEWFOUNDLAND.

(British Board of Trade Journal.)

The Imperial Trade Correspondent at St. John's, Newfoundland, has forwarded copy of an Act passed by the Legislature of the Colony, which amends the tariff of import and export duties in Newfoundland.

The following amendments are now made by the Act to Schedule "A" of the Revenue Act, 1905, as subsequently amended:—

Item 90.—Rough undressed leather when imported by tanners for further dressing; duty changed from 3 cents per pound to 20 per cent ad valorem.

Item 103.—The following is added to this item: Bologna sausages, per pound, 1 cent.

Item 106.—The following clause is added to this item:—Iron or steel fasteners to be used in the manufacture of boxes.

Item 113.—The item "Kerosene oil, per gallon, 5 cents," is deleted, and the following substituted, viz.: "Kerosene oil when imported in iron or steel packages, per gallon, 5 cents."

The duty on Indian corn and on oil cake, oil cake meal, cotton seed cake, cotton seed meal, pease meal, bran and other preparations for cattle and chicken feed, is changed from 10 per cent ad valorem to 10 cents per 100 pounds.

The duty of 10 per cent ad valorem on the undermentioned goods is now abolished, and the items are now added to Schedule "B," specifying goods which are free of duty on importation, viz.: Agricultural implements and machinery, n.e.s., and hay binders, bone crushers, hay and feed cutters, air motors, churns, cream separators and incubators, wire fencing and fasteners for same, gates for wire fences, when the gates are made chiefly of wire. Animals imported by agricultural societies, or by private persons, under the approval of the Governor in Council for the improvement of stock, and poultry when imported for breeding purposes. Bark, extract of bark, cutch, bichromate of potash, logwood and other preparations for tanning purposes. Books, printed and not to be written or drawn upon and supplements for periodicals specially imported for the bona fide use of incorporated institutes; official report, newspapers and monthly and semi-monthly magazines, weekly library papers unbound, and Christmas annuals, blackboards, specimens, medals, and wall diagrams, illustrative of natural history and imported for college, schools and public libraries, Kindergarten requisites and catalogues and price lists of persons, firms and companies domiciled elsewhere and not personally doing business in Newfoundland.

Kerosene oil when imported in packages made of wood. Manures and fertilizers of all kinds, and sulphuric acid when imported to be used in the manufacture of manures.

Plants, trees and shrubs, also seeds for agricultural purposes, n.e.s.

Printing paper, printing presses, printing types, printers' ink, and printers' office furniture when imported by bona fide printers for use in their business.

Sand, China, and fire clay; sausage skins or casings.

Wheat whole not ground or crushed.

Apparatus when imported for use in drying fish, not to include ordinary tools.

EXPORT DUTIES.

Schedule E specifying the export duties is amended by the Act as follows:—

The following item is cancelled:

Fish, viz.: cod, haddock, hake, ling, pollack and halibut, dried, or otherwise preserved, per quintal, 20 cents;

and the following substituted therefor:

Fish, viz.: cod, haddock, hake, ling, pollack, and halibut, dried or otherwise preserved, n.e.s., per quintal, 20 cents.

Fish, viz: cod, haddock, hake, ling, pollack, halibut, and turbot, fresh or exported from salt bulk, without spreading or airing, N.E.S., per cwt., 10 cents.

Herring, of *Scotch* or *Norwegian pack,* trout and turbot, per barrel, 20 cents. (The italicized words are now added.)

"CONVENTIONAL" TARIFF RATES IN GERMANY APPLIED TO GOODS OF ANY ORIGIN.

(British Board of Trade Journal.)

A German law of 21st July authorizes the German Government to apply the "Conventional" tariff rates to goods of any origin; and a Governmental proclamation has been issued under the above law, dated 28th July, and effective as from 6th August, providing that where the customs treatment of imported goods is established by a treaty or convention, this "conventional" treatment is to be applied to similar goods from whatever country they may be imported.

REMOVAL OF AUSTRALIAN EXPORT EMBARGOES.

Trade Commissioner Ferrin, at Melbourne, Australia, has informed the Bureau of Foreign and Domestic Commerce, Washington, by cable under date of August 21 that the export embargoes have been removed.

RESTORATION OF OLD TARIFF IN TURKEY.

According to a cabled report from the American High Commissioner at Constantinople dated August 19, published in the *United States Commerce Reports,* the customs officials have been notified that the import duties will return to 11 per cent ad valorem three months after the signature of the Turkish treaty.

THE PORT OF BOMBAY.

Bombay, the capital of Madras Presidency, and the chief seaport of western India, is situated on an island of the same name and owes its commercial importance to its geographical position and to its magnificent harbour. The island was part of the dowry of Catherine of Braganza, Queen of Charles II. After the conquest of the Deccan 150 years later it became a provincial capital. The American Civil War, which gave a tremendous impetus to its cotton trade, greatly helped to build up its standing as a shipping port. The total value of its import and export trade in 1918-19 was $164,044,060. Cotton is the principal export, the other principal items being coal, hides, twist and yarn, grain and seeds, and manganese ore, while bullion, cotton goods, hardware, metals, machinery, kerosene oil, sugar and timber are the chief imports. The number of vessels cleared and entered in 1913-14 was 1,536, with an aggregate tonnage of 3,807,111. The harbour is about ten miles long, with a general width of from four to six miles. There are three fully-equipped docks—Prince's dock—of which an illustration appears on the front page of this number of the *Weekly Bulletin*—Victoria dock, and Alexandra dock. These have a total water area of 104½ acres and a total quayage of nearly 4½ miles. There are also two wet docks with 200 hydraulic cranes; and there are good railway facilities. A scheme of port development, the cost of which is estimated at £7,000,000, is now almost completed. Population (1911), 979,445.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in Western Division and at Public Elevators in the East; also U.S. Atlantic Seaboard Ports.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending August 28, 1920.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
Fort William—	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
C. P. R.	26,246	9,748	10,754	.....	7,916	54,700
Empire Elevator Co.	Now opera	ting under	a Private	Terminal	Elevator	license.
Consolidated Elevator Co.	69,857	15,621	6,261	104,456	4,312	200,507
Ogilvie Flour Mills Co.	21,370	15,259	6,692	.....	3,595	46,916
Western Terminal Elevator Co.	43,698	8,825	2,881	37,464	.....	92,868
G. T. Pacific	34,867	19,413	9,825	32,895	2,913	99,913
Grain Growers' Grain Co.	44,451	15,117	7,818	.....	8,437	75,823
Fort William Elevator Co.	27,421	9,942	28,524	19,364	8,391	93,642
Eastern Terminal Elevator Co.			Closed.			
Northwestern Elevator Co.	65,264	19,703	30,995	44	1,606	117,612
Port Arthur—						
Port Arthur Elevator Co.	70,230	11,906	10,634	8,975	5,344	107,089
Sask. Co-op. Elevator Co.	5,641	12,377	7,566	128,225	1,066	154,875
Canadian Government Elevator	508,848	52,671	18,303	103,834	9,793	693,449
Thunder Bay	Now opera	ting under	a Private	Terminal	Elevator	license.
Davidson and Smith	9,371	4,501	2,045	.....	423	16,340
Eastern—Richardson	30,922	1,677	*2,150	10,197	*135	40,511
Total Public Terminal Elevators	958,186	196,796	140,148	445,454	53,661	1,794,245
Total Private Terminal Elevators	96,956	98,518	23,725	7,219	2,346	228,764
Saskatoon Can. Govt. Elevator	188,359	4,289	.....	4,686	.....	197,334
Moosejaw Can. Govt. Elevator	241,867	14,491	900	8,727	1,487	267,472
Calgary Can. Govt. Elevator	105,083	25,141	6,930	.....	715	137,869
Vancouver, Can. Govt. Elevator	13,360	594	.....	.....	.....	13,954
Total Interior Terminal Elevators	548,669	44,515	7,830	13,413	2,202	616,629
Depot Harbour			None in	store.		
Midland—						
Aberdeen Elevator Co.	11,600	.....	.....	.....	.....	11,600
Midland Elevator Co.	536,685	.....	.....	.....	.....	536,685
Tiffin, G.T.P.	95,968	.....	.....	.....	.....	95,968
Port McNicoll	842,800	200	.....	.....	.....	843,000
Collingwood	.....	.....	.....	.....	.....	–
Goderich—						
Elevator and Transit Co.	111,500	18,263	1,294	.....	.....	131,057
West. Can. Flour Mills Co., Ltd.	12,180	.....	.....	.....	.....	12,180
Toronto—						
Campbell Flour Mills Co.	7,714	1,855	.....	.....	.....	9,569
Kingston—						
Montreal Transportation Co.	.....	.....	.....	.....	.....	–
Commercial Elevator Co.			None in	store.		
Port Colborne Dom. Govt. Elevator	.....	.....	.....	.....	.....	–
" Maple Leaf Milling Co., Ltd.	59,963	.....	.....	.....	.....	59,963
Prescott	.....	.....	.....	.....	.....	–
Montreal—						
Harbour Commissioners Nos. 1 & 2	1,513,684	205,141	286,084	21,629	.....	2,026,538
Montreal Warehousing Co.	1,008,431	8,828	49,923	.....	.....	1,067 182
Ogilvie Flour Mills Co.	94,114	.....	.....	.....	.....	94,114
Quebec Harbour Commissioners	21,888	5,813	.....	.....	.....	27,701
West St. John, N.B., C.P.R.			None in	store.		
St. John, N.B., Can. Nat. Rys.			"	"		
Halifax, N.S., " "			"	"		
Total Public Elevators	4,316,527	240,100	337,301	21,629	.....	4,915,557
Total Country Elevators			Not available.			
U.S. Atlantic Seaboard Ports—						
Portland, Maine			Closed.			
Baltimore, Maryland	.....	.....	.....	.....	5,661	5,661
Total U.S. Atlantic Seaboard Ports	.....	.....	.....	.....	5,661	5,661
Total quantity in store	5,920,338	579,929	509,004	487,715	63,870	7,560,856

*Overshipped.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Public Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East, for the week ended August 28, 1920.

Grades.	Account Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard		3,673			3,673
No. 1 Northern		221,431	405,682	1,846,942	2,474,055
No. 2 "		196,156	78,821	1,296,560	1,571,537
No. 3 "		102,728	48,495	543,094	694,317
No. 4 Wheat		33,959	307	101,105	135,371
No. 5 "		41,821	71	27,208	69,100
No. 6 "		40,243	80		40,323
Other		318,175	15,213	501,618	835,006
Totals		958,186	548,669	4,316,527	5,823,382
Oats—					
No. 1 C.W.					
No. 2 "		37,997	305	52,214	90,516
No. 3 "		37,924	5,874	103,374	147,172
Ex. No. 1 Feed		22,336	5,295	3,940	31,571
No. 1 Feed		23,901	6,206	19,327	49,434
No. 2 "		29,496	14,778	27,150	71,524
Other		45,142	12,057	33,995	91,194
Totals		196,796	44,515	240,100	481,411
Barley—					
No. 3 extra C.W.					
No. 3 C.W.		27,943	4,268	130,976	163,187
No. 4 "		63,285	1,445	97,693	162,423
Feed		27,455	537	34,262	62,254
Rejected		7,950	70	63,180	71,200
Other		13,515	1,510	11,190	26,215
Totals		140,148	7,830	337,301	485,279
Flax—					
No. 1 Northwestern Canada		162,330			162,330
No. 2 C.W.		62,503	1,899		64,402
No. 3 "		110,590	8,818	11,204	130,612
Rejected			834	10,425	11,259
Other		110,031	1,862		111,893
Totals		445,454	13,413	21,629	480,496
Rye—					
No. 1 C.W.		8,139			8,139
No. 2 "		30,529			30,529
No. 3 "					
No Grade		1,394			1,394
Rejected		1,876	715		2,591
Other		11,723	1,487		13,210
Totals		53,661	2,202		55,863
Total quantity in store		1,794,245	616,629	4,915,557	7,326,431

Quantity of Wheat and other Grain in store at Public Terminal Elevators, Private Terminal Elevators, Interior Terminal Elevators, Country Elevators, U.S. Atlantic Seaboard Ports and Public Elevators in the East, on August 27, 1920, with comparisons for five years.

—	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
August 27, 1920—			
Public Terminal Elevators	958,186	836,059	1,794,245
Private " "	96,956	131,808	228,764
Interior " "	548,669	67,960	616,629
Country Elevators		Figures not received	
U.S. Atlantic Seaboard Ports		5,661	5,661
Public Elevators in the East	4,316,527	599,030	4,915,557
Total	5,920,338	1,640,518	7,560,856
August 29, 1919—			
Public Terminal Elevators	420,807	1,591,822	2,012,629
Interior " "	13,113	200,606	213,719
Public Elevators in the East	2,108,884	2,425,057	4,533,941
Total	2,542,804	4,217,485	6,760,289
August 30, 1918—			
Public Terminal Elevators	*62,604	3,324,144	3,261,540
Interior " "	79,482	314,373	393,855
Public Elevators in the East	3,120,215	3,384,184	6,504,399
Total	3,137,093	7,022,701	10,159,794
August 31, 1917—			
Public Terminal Elevators	952,821	3,902,234	4,855,055
Interior " "	188,039	74,814	262,853
Public Elevators in the East	2,393,425	2,938,997	5,332,422
Total	3,534,285	6,916,045	10,450,330
September 1, 1916—			
Public Terminal Elevators	6,351,674	5,761,266	12,112,940
Interior " "	365,735	96,003	461,738
Public Elevators in the East	8,318,019	7,479,202	15,797,221
Total	15,035,428	13,336,471	28,371,899
September 3, 1915—			
Public Terminal Elevators	367,081	1,200,846	1,567,927
Interior " "	26,826	1,089	27,915
Public Elevators in the East	669,888	583,569	1,253,457
Total	1,063,795	1,785,504	2,849,299

*Wheat overshipped.

CHINA EXPORTING COAL TO EUROPE.

The news that the Danish State Railways have just ordered 10,000 tons of coal from China has aroused a good deal of interest, says the London *Times Trade Supplement*. It will be recalled that recently an announcement was made of the forthcoming delivery of 100,000 tons of Chinese coal to Marseilles. Markets once the undisputed preserve of the British coal exporter are thus being invaded by the Oriental, and, as the Coal Association says, the incident opens a fresh chapter in the history of the coal industry of the world. The association draws attention to the fact that German technical papers in the last few months have been devoting a great deal of space to the important part which China may play as a coal-producing nation.

Receipts and Shipments of the different kinds of Canadian Grain at the Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in the Western Division, and Public Elevators in the East; also United States Atlantic Seaboard Ports for the week ending August 27, 1920.

PUBLIC TERMINAL ELEVATORS.

—		Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Receipts	Rail	479,042	53,101	22,708	13,956	5,404	.....	574,211
Shipments	Vessel	1,630,502	40,436	111,473	.....	1,482	.....	1,783,893
	Rail	7,315	137,871	12,948	6,319	.....	.....	164,453

PRIVATE TERMINAL ELEVATORS.

Receipts	Rail	81,643	96,366	31,638	5,453	906	.....	216,006
Shipments	Vessel	150,896	43,829	11,605	.....	.....	.....	206,330
	Rail	3,997	47,625	9,242	.....	375	.....	61,239

INTERIOR TERMINAL ELEVATORS.

Receipts	Rail	3,788	2,034	2	103	3,982	.....	9,819
Shipments	Rail	68,278	70,754	4,584	12,013	2,605	.....	158,234

COUNTRY ELEVATORS, WESTERN DIVISION.

Receipts	Rail	.....	.....	.....	.....	.....	.....	--
Shipments	Rail	.....	.....	.....	.....	.....	.....	--

PUBLIC ELEVATORS IN THE EAST.

GEORGIAN BAY PORTS.

Receipts	Vessel	1,898,333	.....	.....	.....	.....	.....	1,898,333
Shipments	Rail	1,730,785	.....	7,724	.....	.....	.....	1,738,509

LOWER LAKE PORTS.

Receipts	Vessel	.....	.....	.....	.....	.....	.....	--
	Rail	33,368	13,944	.....	.....	.....	.....	47,312
Shipments	Vessel	29,109	.....	35,192	.....	.....	.....	64,301
	Rail	53,248	12,089	.....	.....	.....	.....	65,337

ST. LAWRENCE PORTS.

Receipts	Vessel	93,878	.....	73,279	.....	.....	.....	167,157
	Rail	1,759,815	96,142	34,734	.....	.....	.....	1,890,691
Shipments	Vessel	1,065,149	61,470	213,518	.....	.....	.....	1,340,137
	Rail	197,456	57,911	11,946	.....	.....	.....	267,313

SEABOARD PORTS.

Receipts	Rail	.....	.....	.....	.....	.....	.....	--
Shipments	Vessel	.....	.....	.....	.....	.....	.....	--

TOTAL, PUBLIC ELEVATORS IN THE EAST.

Receipts	Vessel	1,992,211	.....	73,279	.....	.....	.....	2,065,490
	Rail	1,793,183	110,086	34,734	.....	.....	.....	1,938,003
Shipments	Vessel	1,094,258	61,470	248,710	.....	.....	.....	1,404,438
	Rail	1,981,489	70,000	19,670	.....	.....	.....	2,071,159

U.S. ATLANTIC SEABOARD PORTS.

Receipts	Rail	.....	.....	.....	.....	2,296	.....	2,296
Shipments	Vessel	.....	.....	.....	.....	2,081	.....	2,081

Quantity of United States Grain in Store, Received and Shipped at the Public Elevators in the East for the week ending August 27, 1920, in comparison with the same period last year.

	Wheat	Oats	Barley	Rye	Corn	Total
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Depot Harbour	206,916	61,602	.....	.....	2,740	271,258
Aberdeen Elevator Co.	.....	.....	.....	.....	.....	—
Tiffin, G.T.P.	271,057	.....	.....	.....	.....	271,057
Port McNicoll, C.P.R.	274,660	.....	.....	31,971	.....	306,631
Montreal Hbr. Commrs. 1 and 2	676,684	1,975	94,181	198,218	36,544	1,007,602
Totals	1,429,317	63,577	94,181	230,189	39,284	1,856,548
Same period last year	1,923	69,465	75,093	235,361	117,721	619,563

GEORGIAN BAY PORTS.

	Receipts.		Shipments.	
	Water	Rail	Water	Rail
	Bush.	Bush.	Bush.	Bush.
Wheat	1,003,012	.....	.....	606,748
Oats	.....	.....	.....	56,699
Barley	.....	.....	.....	96,040
Rye	131,878	.....	.....	239,768
Corn	.....	.....	.....	7,700

ST. LAWRENCE PORTS.

Montreal Harbour Commissioners— Elevators 1 and 2—				
Wheat	145,287	569,612	769,576	—
Oats	.....	1,975	.....	—
Barley	.....	86,044	.....	—
Corn	.....	11,812	.....	800
Rye	.....	190,345	163,183	—

BRITISH BUSINESS INTEGRITY.

In these days when cancellations of orders are unpleasantly numerous it is pleasing to be able to record an instance of British business integrity which has created a very favourable impression, says the *London Times Trade Supplement*. Owing to the war several British manufacturing firms which had, previous to the outbreak, entered into undertakings to supply machinery and goods to Australian houses were unable to carry out their engagements. It was understood by the Australian firms that the contracts would never be fulfilled, in view of the fact that the British firms were relieved from any legal obligation by the various Acts and regulations passed during the war. The Australian houses have, however, recently received an intimation that the whole of the orders would be completed and the goods forwarded on the terms fixed in the pre-war contracts. This is good business and good propaganda, and it is understood that a list of the British firms concerned is to be made public in Australia. The incident recalls the behaviour of British insurance companies in connection with the San Francisco earthquake claims, when the fact that they accepted liability, while others did not do so, greatly enhanced their reputation throughout the world.

NEW INCORPORATIONS.

British Columbia.

Benson Radio Meter Company, Limited. Capital $250,000. Registered office, Vancouver.

Sarita Industrials, Limited. Capital $250,000. Registered office, Victoria.

T. J. Shore Bolt and Nut Manufacturing Company. Registered office, Vancouver.

Westminster Shook Mills, Limited. Capital $100,000. Registered office, New Westminster.

Ontario.

Barry-Webster Gold Mines, Limited. Incorporators: Barry Webster, prospector; Bruce Williams, barrister-at-law; and others—all of Cobalt. Capital $2,000,000, divided into 2,000,000 shares of $1 each. Head office, Haileybury.

The Newport Shoe Company, Limited. Incorporators: William Chamberlain, John Williams Getliffe and John Patrick Clark, manufacturers; and others—all of Toronto. Capital $75,000, divided into 750 shares of $100 each. Head office, Toronto.

The Corson Shoe Manufacturing Company, Limited. Incorporators: William Freeland Corson, manufacturer; Herbert Reginald Moses, barrister-at-law; and others—all of Toronto. Capital $600,000, divided into 6,000 shares of $100 each. Head office, Toronto.

Universal Gas and Oil, Limited. Incorporators: Andrew Wentworth Hunter, Charles Henry Kemp and John Clark Thompson, solicitors; and others—all of Toronto. Capital $1,500,000, divided into 1,500,000 shares of $1 each. Head office, Toronto.

James Kirk, Limited. Incorporators: Frank Harry Roberts, purchasing agent; Frank Gerow, sales manager; and others—all of Toronto. Capital $500,000, divided into 5,000 shares of $100 each. Head office, Hamilton.

Port Arthur Structural Iron Works, Limited. Incorporators: Alexander Jarvis McComber, barrister-at-law; and others—all of Port Arthur. Capital $100,000, divided into 2,000 shares of $50 each. Head office, Port Arthur.

British American Drug Company, Limited. Incorporators: James Joseph Leech, salesman; and others—all of Toronto. Capital $300,000, divided into 30,000 shares of $10 each. Head office, Toronto.

Cellular Pneumatic Tire and Rubber Company of Canada, Limited. Incorporators: Frank Regan and John Callahan, barristers-at-law; and others—all of Toronto. Capital $250,000, divided into 2,500 shares of $100 each. Head office, Toronto.

Brantford Land and Gravel Company, Limited. Incorporators: Gilbert Brereton, manufacturer; and William Thomas Henderson, K.C.; and others—all of Brantford. Capital $100,000, divided into 1,000 shares of $100 each. Head office, Brantford.

Reid Bros. & Co., Limited. Incorporators: George McElroy Reid and George Eric Reid, manufacturers; and others—all of London. Capital $250,000, divided into 2,500 shares of $100 each. Head office, London.

Douglas Packing Company, Limited. Incorporators: Robert Douglas and Earl Jean Neville, manufacturers; and others. Capital $1,000,000, divided into 10,000 shares of $100 each. Head office, Cobourg.

Eagle Oil and Gas Company, Limited. Incorporators: Elsie Frederica Mayo, stenographer, and others—all of Toronto. Capital $500,000, divided into 500,000 shares of $1 each. Head office, Toronto.

Canadian Associated Goldfields, Limited. Incorporators: Dee Montgomery Roberts and Edward Harvey McKinney, salesmen; and others—all of Toronto. Capital $30,000,000, divided into 30,000,000 shares of $1 each. Head office, Toronto.

Manitoba.

Canada Steam Trap Company, Limited. Incorporators: Charles Valentine Alloway, financial agent; and others—all of Winnipeg. Capital $250,000, divided into 5,000 shares of $50 each. Chief place of business, Winnipeg.

A. Ramsay & Son Company of Manitoba, Limited. Incorporators: Harold S. Duncan, manufacturer's agent; and others—all of Winnipeg. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of business, Winnipeg.

Campbell's Limited. Incorporators: Charles C. Campbell, merchant; and others—all of Winnipeg. Capital $200,000, divided into 20,000 shares of $10 each. Chief place of business, Winnipeg.

Jumbo Metal Works, Limited. Incorporators: James Stanley Lyle Crossen, manufacturer; and others—all of Winnipeg. Capital $300,000, divided into 3,000 shares of $100 each. Chief place of business, Winnipeg.

Dominion.

The S. & N. Chocolate, Limited. Incorporators: Louis Damien Jasmin and Eugene Simard, advocates and barristers; and others—all of Montreal. Capital $75,000, divided into 750 shares of $100 each. Chief place of business, Montreal.

Fort William Paper Co., Limited. Incorporators: Thomas Gibson and Joseph Garfield Gibson, barristers-at-law; Ernest Percy Seon, secretary, and Edward Maxwell Steer, M.C., accountant—all of Toronto, Ont. Capital $15,000,000, divided into 150,000 shares of $100 each. Chief place of business, Toronto, Ont.

TENDERS INVITED.

Australia.

Victoria Railway Department, Melbourne.

Copies of tender forms and specifications have been received from Mr. D. H. Ross, Canadian Trade Commissioner, Melbourne, for material required by the Victorian Government Railway Department, Melbourne.

These tender forms and specifications are open to the inspection of interested Canadian manufacturers at the Department of Trade and Commerce, Ottawa (refer file No. 20603).

Tenders in conformity to the specifications should be addressed to the Secretary, Victorian Government Railway Department, Melbourne, Australia.

Particulars of the requirements are briefly outlined thus:—

No.	Date of closing.	Particulars.
29090	October 27, 1920	Supply and delivery of 5-ton electric portal travelling crane with luffing jib, together with accessories, tools, etc., as specified.
33346	November 10, 1920	Supply and delivery of universal tilting table, including accessories, as specified.
33350	November 10, 1920	Supply and delivery of two high-speed multiple drilling machines, including accessories, tools, etc., as specified.
33353	November 10, 1920	Supply and delivery of two high-speed boring and turning machines, including accessories, tools, etc., as specified.
33362	November 10, 1920	Supply and delivery of axle generator train lighting material accessories and accumulator cells, as specified.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "The Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa," or The Secretary of the Canadian Manufacturers' Association, Toronto, Montreal, Winnipeg, Amherst, N.S., and Vancouver, or The Secretary of the Board of Trade at Toronto, Hamilton, Kingston, Brandon, Halifax, Montreal, Quebec, St. John, Sherbrooke, Vancouver, Victoria, Winnipeg, Edmonton, Calgary, Moosejaw, Saskatoon, Sault Ste. Marie, Fort William, Port Arthur, Moncton, Regina, New Westminster, B.C., Sydney (Cape Breton), North Sydney (Cape Breton), Guelph, Peterborough, Brantford, Kitchener, St. Mary's, Ont., Chambre de Commerce de Montreal, The London, Ont., Chamber of Commerce, The Stratford Chamber of Commerce, The Border Chamber of Commerce, Windsor, Ont., and Kitchener Manufacturers' Association.

Food Products.

1797. **Flour.**—A firm of commission agents with branch offices in Trinidad, British Guiana, and Barbados, and who are representing some of the largest Canadian firms in almost every branch of trade, desire to secure the agency for Barbados of a Canadian flour house.

1798. **Flour.**—An agent in Barbados of some standing, with branch offices in Jamaica and Demerara, British Guiana, desires to secure a Canadian flour agency. Good references can be given.

1799. **Flour.**—A commission agent in Barbados, of several years' standing, would like to get in touch with a Canadian milling house with the object of representing them in Barbados for flour.

1800. **Flour.**—A firm of manufacturers' representatives, having branch offices in Jamaica and Demerara, with good references, wish to secure the agency for a Canadian flour house.

1801. **Feedstuffs.**—A firm of commission agents with a branch office in Barbados, and at present representing large Canadian interests, desire to secure a Canadian agency for oilmeal, oats and hay in that island. Best references.

1802. **Feedstuffs.**—A commercial agent in Barbados would like to secure the representation of a Canadian firm supplying oats, hay and pollard. Toronto and Barbados bank references can be given.

1803. **Feedstuffs.**—A large provision firm in Barbados would like to be put in touch with Canadian suppliers of oats, hay, oilmeal and pollard.

1804. **Feedstuffs.**—A firm of commission agents in Barbados, having other Canadian connections, would like to secure the representation of a Canadian house for oilmeal, oats and pollard.

1805. **Cornmeal.**—A large firm of commission agents with branch offices in Trinidad, British Guiana, and Barbados, desire to obtain a Canadian agency for cornmeal in the last-mentioned island.

1806. **Codfish.**—A commission agent in Barbados would like to get in touch with a Canadian house supplying fish, dried and salted. He would be willing to accept a trial shipment if price was right.

1807. **Salted salmon, etc.**—A large commission firm in Barbados, with two grocery establishments, would like to get in touch with a Canadian house supplying salted salmon, herrings and mackerel.

1808. **Canned goods.**—A firm of commission agents in Barbados would like to secure a Canadian agency for canned goods.

1809. **Canned goods.**—A commercial agent in Barbados, who has lived in Toronto for several years, is desirous of securing a Canadian agency for canned goods. Good references can be supplied.

1810. **Butter and cheese.**—A commission agent in Barbados, with branch offices in British Guiana and Jamaica, wishes to secure a Canadian agency for butter and cheese.

1811. **Butter and cheese.**—A commission agent in Barbados would like to secure a Canadian agency for butter and cheese. Would be willing to accept a trial shipment as evidence of his bona fides to secure the agency. Good references given.

1812. **Foodstuffs and kitchenware.**—An established importer in Curacao, Dutch West Indies, furnishing American and Canadian references, wishes to be placed in touch with exporters who would consider representation in Curacao and the neighbouring markets of Colombia, Venezuela, Santo Domingo, Haiti, and Cuba. Is particularly interested in lines of canned goods, such as vegetables, meats, fish, jams, and fruits; and also candies, biscuits, chocolate, cocoa, enamelled and aluminium wares.

1813. **Foodstuffs and general merchandise.**—Established importer in Nassau, Bahamas, desires to be placed in touch with Canadian exporters considering the West Indian markets. Is particularly interested in the importation of flour and other foodstuffs, and the export of sisal hemp, barks, and other tropical products.

1814. **Food products and raw materials.**—A Luxemburg merchant house are desirous of entering into relations with Canadian manufacturers and exporters of food products and raw materials seeking business in that state.

1815. **Peas, beans, and cereals.**—One of the largest commission firms in the West Indies, with a branch office in Barbados, are desirous of securing an agency for peas, beans, and other cereals.

1816. **Bakers' specialties.**—Glasgow firm are open to receive cream of tartar, egg yolks and dried yolks for bakers.

1817. **Malt.**—A Buenos Aires firm of general importers are interested in receiving quotations c.i.f. for malt.

Oils and Chemicals.

1818. **Oils.**—An old-established firm of druggists would like to have quotations for linseed oil, cocoanut oil, and castor oil, to be supplied in casks of 50 gallons.

1819. **Oils.**—Glasgow importers would like to hear from shippers of oils, including lubricating, cleaning, paraffin for burning, and whale and fish oils.

1820. **Turpentine.**—A firm of druggists in Barbados wish quotations for turpentine in casks of 50 gallons, f.o.b. St. John or Halifax.

1821. **Methylated spirits.**—A firm in Barbados would like to purchase strongest methylated spirits for burning, desiring five barrels of 50 gallons each.

1822. **Pure alcohol.**—A firm in Barbados are in the market to purchase pure alcohol or Cologne spirit—70 per cent overproof Sikes' hydrometer test—in quantities of about ten barrels, 50 gallons to the barrel. Samples and quotations are required.

1823. **Wood alcohol.**—Scottish importers of wood alcohol desire to hear from Canadian firms in a position to export same. This firm have been in operation 95 years, and have offices in Glasgow, Greenock, and Dumfries.

1824. **Cod liver oil.**—A firm of druggists in Barbados desire to purchase refined cod liver oil in barrels of about 30 gallons—barrels to be tin-lined.

1825. **Tar products.**—Glasgow importers ask to be placed in touch with manufacturers of all kinds of tar products.

1826. **Paraffin wax.**—Glasgow firm ask to be placed in touch with exporters of paraffin wax for candles.

Miscellaneous Manufactures.

1827. **Doors.**—A commercial organization with agencies in Canada, England, India, West Indies, Africa, South America, France, Greece, Holland, and Belgium require large quantities of a cheap export quality door, either 4 or 5-panel solid moulded, in the following sizes: 1⅛ by 2.4 by 6.4; 1⅛ by 2.6 by 6.6; 1⅜ by 2.4 by 6.4; 1⅜ by 2.3 by 6.6. Quotations f.o.b. Montreal, St. John, or Halifax. It is useless to quote unless a really low price can be fixed. Canadian prices so far quoted have been much too high.

1828. **Excelsior, and hemlock and spruce for box factories.**—A New York correspondent wishes to be placed in touch with Canadian exporters of the above commodities.

1829. **Wine casks.**—A Buenos Aires firm of general importers are interested in receiving c.i.f. quotations of wine casks.

1830. **Engineers' and shipbuilders' supplies.**—Firm in Scotland desire to receive catalogues and quotations from Canadian firms who are able to export anything of interest to the engineers, shipbuilders, and allied trades.

1831. **Motor trucks.**—A firm of manufacturers' representatives of reliability desire to secure the agency for Canadian motor trucks—from 3 to 5 tons.

1832. **Motor cars.**—A firm of commission merchants in Barbados would like to secure the agency for a Canadian motor car in Barbados. Should be a five-seater with all the latest improvements.

1833. **Tractors and ploughs.**—A firm in Barbados engaged in the agency business is in the market to purchase a tractor and plough for ploughing heavy soil, and, if possible, would like to secure the agency for same.

1834. **Dental spar.**—A Swiss firm inquire for immediate connections with any Canadian exporters of dental spar.

1835. **Furniture.**—A commission agent in Barbados, at present representing some large Canadian houses, is wishful of representing a Canadian furniture house.

1836. **Furniture.**—A commission agent in Barbados, who has lived in Toronto for seven years, is desirous of securing a Canadian house supplying office furniture and household furniture. Both Toronto and Barbados references can be given.

1837. **Camel hair varnish brushes.**—Established London brush merchant wishes to be placed in touch with Canadian manufacturers of the above. This brush is desired in sizes ½ inch to 2 inches. A sketch of the brush required may be obtained from the Commercial Intelligence Branch, Department of Trade and Commerce, quoting file No. 15333.

1838. **Neckwear.**—An old-established agent in Barbados, with good connections, wishes to secure an agency for neckwear. Good references can be given.

1839. **Drygoods.**—A commission agent in Barbados, who has recently returned from Toronto, desires to secure a Canadian agency for lisle and cotton hose and underwear. Best references can be given.

1840. **Portland cement.**—A London firm are in the market for Canadian Portland cement.

1841. **Malt liquors.**—An old-established commission agent in Barbados, with branch offices in British Guiana and Jamaica, desire to secure a Canadian agency for malt liquors.

1842. **Whisky.**—A commission agent in Barbados is desirous of securing a Canadian agency for whisky. Both Toronto and Barbados references can be given.

1843. **Representation in France.**—French firm are desirous to get into correspondence with Canadian houses so as to represent them in France. Would handle grain, oats, chemical products, raw wool. Would also like to correspond with shipowners, to be their agent in Marseilles.

1844. **Representation in British West Indies.**—A firm of commission agents with branch offices in Jamaica and Demerara, B.G., would like to secure general Canadian lines. Good references.

1845. **Representation in France.**—French firm have opened an office in Dunkerque for the handling of all goods, and are desirous to get into correspondence with Canadian houses so as to represent them in the north of France. Would represent Canadian firms in any products.

1846. **General agency.**—A manufacturers' sales agent in Georgetown, Demerara, requests representation terms and particulars of Canadian manufacturing exporters of drygoods, canned goods, foodstuffs, soaps, wrapping and printing papers and stationery and hardware for the West Indies, British, French and Dutch Guiana. Satisfactory references can be furnished.

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

45. R.S.—Demobilized soldier just returned after four years' overseas service, aged twenty-three, desire to get in touch with party proceeding to England and France, to act as assistant salesman with some Canadian agencies. Has pleasing personality and thoroughly acquainted with England and France.

46. R.S.—A returned Canadian officer who held a commission in the R.F.C. and R.A.F. and spent five years overseas desires to represent two or three Canadian manufacturers on a commission basis. Before the war he was a commercial traveller for five years. Good connections in England. Willing to work hard to establish lines handled and is prepared to sail immediately arrangements are completed.

47. R.S.—A returned soldier who previous to four years' service in the war was engaged in the retail lumber business in New Brunswick for eighteen years desires to take up Canadian agencies in Europe. He is prepared to work on a commission basis and to go abroad at his own expense.

48-49 R.S.—Two young men who were in service overseas have just arrived in Canada from the West Indies and seek employment with firms as buyers or sellers of products in the British West Indies. They have a good knowledge of the customs and trade of the islands.

50. R.S.—A Canadian field officer, at present holding important Government appointment, possessing English and Canadian legal qualifications, and with fifteen years' business experience, desires a position in Japan, Hong Kong, or other place of warmer climate, as representative or manager (on a salary basis) of some business corporation. Has had considerable experience in organization and administration and handling of a large staff. Will supply excellent references.

51. R.S.—A Canadian who served in the French army from 1914 to 1919 proposes to return to Europe and would like to represent Canadian manufacturers in France and Belgium.

52. R.S.—A Canadian who saw four years' service overseas with the Canadian forces and has recently returned from Canada to England is desirous of being brought in touch with Canadian manufacturers who are looking for representation in the British Isles and France. He has excellent connections both in England and France, and would like to handle general lines. References.

53. R.S.—Canadian officer (four years' active service), university graduate, with good address, good knowledge of Danish, German, and French languages, and with family connections in highest business circles in Denmark, desires position representing firm of Canadian exporters in Scandinavian countries.

54. R.S.—Two returned soldiers having good connections with Poland wish to act as resident agents for Canadian firms. They have at present a representative in Warsaw, Poland, who is anxious to obtain celluloid specialties, also elastic used in the manufacture of men's suspenders and ladies' garters. Samples in all colours requested with quotations.

55. R.S.—A Canadian lawyer of Scottish descent, speaking and writing fluent French and with a good working knowledge of Russian, special knowledge of law and

finance, and very considerable executive experience, seeks a position as commercial representative. Prepared to go abroad immediately provided that salary and conditions are satisfactory.

56. **R.S.**—A Canadian who served in France is about to take a business trip, during which he will visit England, France, and probably Switzerland, Spain, and Italy, and then proceed to North Africa and South Africa. He would like to represent Canadian manufacturing firms. He has had experience in selling engineering machinery, building supplies, etc., and would prefer to represent that class of manufacturers, but is willing to undertake any commission.

57. **R.S.**—Ex-naval officer (Accountant Branch), full war service, seventeen years resident in Canada, with banking experience, visiting London on business early in May, and would be glad to execute commissions of any kind that will bear the closest investigation.

58. **R.S.**—Returned officer, single, desires to represent Canadian manufacturer in Italy, from whence he has recently returned. Speaks Italian and French, and is conversant with Italian trade and customs.
and will cover seven countries on his trip.

59. **R.S.**—A returned business man, aged 43, very active, who qualified for a commission with staff duties, from the ranks, with over three years' service in Canada, England, and France, C.E.F., will entertain proposals for agency proposals. Now established as manufacturers' agent for foreign and domestic markets, general importing and exporting. His business training covers over twenty years' experience with representative concerns in New York city, Pittsburg, and elsewhere. He has thorough working knowledge of import and export technique, gained by operations from the ports of New York, Vancouver, and Victoria. Particularly desires Eastern Canadian connections in machinery and metal products for sale in British Columbia or as manufacturers' export agent at Pacific seaboard. Can also use desirable connections in the Far East to mutual advantage.

60. **R.S.**—A Canadian who served four years overseas is at present acting as travelling salesman for a wholesale stationery company in Canada, but proposes to leave shortly for London, England, with the intention of opening up an agency there. He would like to get into communication with Canadian manufacturers who require representation.

61. **R.S.**—Ex-officer, graduate of McGill University in arts and law, with extensive experience in mortgage, land, and insurance organization, good linguist, with knowledge of Spanish and Portuguese, wishes to go to South America as representative of export firms.

62. **R.S.**—Two returned soldiers who are carrying on a commission business in New Westminster, B.C., would like to secure agencies for Canadian manufactures. They are especially interesting in woodworking industries.

63. **R.S.**—A returned soldier well acquainted with wholesale shipping and manufacturing firms in the United Kingdom, where he was a manufacturers' agent prior to 1912, proposes establishing in the United Kingdom an agency for Canadian goods. He has financial backing to the extent of $50,000, and has arranged for some Canadian agencies, but wishes to secure additional agencies for both manufactured goods and food products.

64. **R.S.**—Returned soldier, good business training, well connected in Scotland, holding teacher's certificate in Scotland and possessing tact, fluency, and executive ability, desires to represent manufacturer in British Empire. Unmarried.

65. **R.S.**—Returned soldier, Belgian born, formerly employed as interpreter on headquarters staff, intends visiting Europe on business. Would undertake commissions or the selling of goods on a commission basis. Speaks four languages fluently.

66. **R.S.**—A former officer of the Canadian Expeditionary Force, with experience as general sales agent and pre-war connections in England and Belgium, is leaving

for Brussels in October and seeks representation for any Canadian firms interested. Would also undertake special commissions and inquiries on behalf of Canadian manufacturers.

67. **R.S.**—Two Canadian officers who served for three years in the British Army in Mesopatamia have established themselves as merchants in Bagdad, Mesopatamia. They would like to get in touch with Canadian exporters both of food products and manufactured goods. They are particularly interested in wire fencing and reinforced concrete posts, brick-making machinery, fuel oil engines from 20 to 40 horse-power with centrifugal pump for irrigation with lift of 25 feet.

68. **R.S.**—Ex-officer of the Imperial Army, now repatriated and established as importer and exporter in Toronto, wishes to be placed in touch with manufacturers who are considering the Indian market. Served in the Indian theatre for three years, and had the opportunity for studying Indian industry after the armistice.

69. **R.S.**—Representation in Central and South America: Captain in Canadian Expeditionary Forces, four years active service overseas, wishes to secure representation of Canadian manufacturers who are disposed to open commercial relations in Central and South America. At present connected with large American export firm. Recently returned from a trip to Central and South America, where prospects looked very good for Canadian goods. Spent several years in this territory previous to going overseas. Speaks English, Spanish and French. Best references furnished.

70. **R.S.**—Ex-officer of the Tank Corps, who had special opportunities during the war for making connections in the industrial centres of Great Britain, is returning overseas about the middle of September to continue post-graduate work in industrial research at the University of London. He will consider offers from firms desiring representation in Great Britain, or will undertake any special transactions requiring a British representative. Has adequate facilities for introductions to all British trade circles.

PROPOSED SAILINGS FROM CANADIAN PORTS.*

Subject to change without notice.

From Quebec.

To Liverpool.—*Empress of France,* C.P.O.S. Line, about September 8; *Empress of Britain,* C.P.O.S. Line, about September 15; *Prince Frederick Wilhelm,* C.P.O.S. Line, about September 22; *Victorian,* C.P.O.S. Line, about September 29; *Empress of France,* C.P.O.S. Line, about October 6.

From Montreal.

To Liverpool.—*Minnedosa,* C.P.O.S. Line, about September 11; *Canadian Seigneur,* Canadian Government Merchant Marine, Ltd., about September 11; *Megantic,* White Star-Dominion Line, about September 18; *Metagama,* C.P.O.S. Line, about September 18; *Canadian Ranger,* Canadian Government Merchant Marine, Ltd., about September 20; *Canada,* White Star-Dominion Line, about September 25; *Corsican,* C.P.O.S. Line, about September 25; *Canadian Conqueror,* Canadian Government Merchant Marine, Ltd., about October 1; *Melita,* C.P.O.S. Line, about October 2; *Canadian Trapper,* Canadian Government Merchant Marine, Ltd., about October 6; *Dominion,* White Star-Dominion Line, about October 10.

To London.—*Verentia,* Cunard Line, about September 7; *Lexington,* Manchester Liners, about September 9; *Bothwell,* C.P.O.S. Line, about September 11; *Venusia,* Cunard Line, about September 14; *Canadian Signaller,* Canadian Government Mer-

**These sailings are not complete, but are compiled from lists of prospective sailings supplied by shipping companies.*

chant Marine, Ltd., about September 21; *Scotian,* C.P.O.S. Line, about September 24; *Mottisfont,* C.P.O.S. Line, about September 24; *Canadian Aviator,* Canadian Government Merchant Marine, Ltd., about September 28.

To Glasgow.—*Canadian Warrior,* Canadian Government Merchant Marine, Ltd., about September 7; *Sicilian,* C.P.O.S. Line, about September 8; *Cassandra,* Anchor-Donaldson Line, about September 11; *Canadian Volunteer,* Canadian Government Merchant Marine, Ltd., about September 20; *Pretorian,* C.P.O.S. Line, about September 17; *Cabotia,* Cunard Line, about September 21; *Tunisian,* C.P.O.S. Line, about September 24; *Saturnia,* Anchor-Donaldson Line, about September 25.

To Newcastle-on-Tyne.—*Cairndhu,* Thomson Line, about September 25.

To Plymouth.—*Kamarima,* Fracanda Line (Canada Steamship Lines, general agents), about September 9.

To Southampton.—*Grampian,* C.P.O.S. Line, about September 10.

To Avonmouth Dock (Bristol).—*Turcoman,* Dominion Line, about September 8; *Montcalm,* C.P.O.S. Line, about September 17; *Vellavia,* Cunard Line, about September 18.

To Cardiff and Swansea.—*Canadian Voyageur,* Canadian Government Merchant Marine, Ltd., about September 20; *Canadian Trapper,* Canadian Government Merchant Marine, Ltd., about September 22.

To Manchester.—*Manchester Brigade,* Manchester Liners, about September 9; *Manchester Hero,* Manchester Liners, about September 18; *Manchester Mariner,* Manchester Liners, about September 30.

To Hull.—*Maplemore,* Furness Line, about September 18.

To Leith.—*Cairndhu,* Thomson Line, about September 25.

To Belfast.—*Melmore Head,* Head Line, about September 10; *Dunaff Head,* Head Line, about September 12.

To Antwerp.—*Grampian,* C.P.O.S. Line, about September 10.

To Rotterdam.—*Ramore Head,* Head Line, about September 12.

To Hamburg.—*Ramore Head,* Head Line, about September 12.

To Havre.—*Kamarima,* Fracanda Line (Canada Steamship Lines, general agents), about September 9; *Scotian,* C.P.O.S. Line, about September 24.

To Bordeaux.—*Mississippi,* Fracanda Line (Canada Steamship Lines, general agents), about September 10.

To Barbados, Trinidad, and Demerara.—*Canadian Farmer,* Canadian Government Merchant Marine, Ltd., about September 8; *Canadian Gunner,* Canadian Government Merchant Marine, Ltd., about September 22.

To St. John's, Nfld.—*Canadian Miner,* Canadian Government Merchant Marine, Ltd., about September 16; *Canadian Scaler,* Canadian Government Merchant Marine, Ltd., about September 25.

To South Africa (Cape Town, Port Elizabeth, East London, Durban, and Delagoa Bay).—*New Brunswick,* Elder-Dempster Line, about September 15; *Georgia,* Elder-Dempster Line, about September 30.

To West Africa (Dakar, Sierra Leone, Seccondee, Accra, Lagos, etc.).—*Melville,* Elder-Dempster Line, about September 15.

To Australasian Ports (Melbourne, Sydney, Auckland, Wellington, and Dunedin).—*Gambada,* New Zealand Shipping Co., Ltd., about September 15.

To Montevideo, Buenos Aires, and Rosario.—*Hostilus,* Houston Lines, about September 9; *Haliartus,* Houston Lines, about September 20; *Hyacinthus,* Houston Lines, about October 10.

To Rio de Janeiro, Santos, Montevideo, and Buenos Aires.—*Canadian Planter,* Canadian Government Merchant Marine, Ltd., about September 15; *Canadian Miller,* Canadian Government Merchant Marine, Ltd., about September 20.

To Santiago de Cuba and Kingston (Jamaica).—*Canadian Adventurer,* Canadian Government Merchant Marine, Ltd., about September 7; *Canadian Trader,* Canadian Government Merchant Marine, Ltd., about September 16.

To India and Far Eastern Ports.—*Agra*, Ellerman-Bucknalls, about September 8; *Canadian Pioneer*, Canadian Government Merchant Marine, Ltd., about September 10; *Halcyon*, Houston Line, about September 25; *City of Melbourne*, Ellerman-Bucknalls, about October 10.

From St. John.

To Barbados, Trinidad, Demerara, and British West Indies.—*Chaudiere*, Royal Mail Steam Packet Co., about September 19.

From Halifax.

To British West Indies.—*Caraquet*, Royal Mail Steam Packet Co., about September 17.

To London.—*Kanawha*, Furness Withy & Co., about September 13.

To Liverpool (via Newfoundland).—*Digby*, Furness, Withy & Co., about September 8; *Wigmore*, Furness, Withy & Co., about September 20.

To Manchester.—*Manchester Shipper*, Manchester Liners, about September 20.

To Glasgow.—*Rhode Island*, Furness, Withy & Co., about September 15.

From North Sydney.

To St. John's, Nfld.—*Sable I.*, Farquhar & Co., about September 11.

From Chicoutimi.

To Rouen (France).—*Canadian Squatter*, Canadian Government Merchant Marine, Ltd., about September 25.

From Victoria.

To Yokohama, Kobe, Hong Kong, and Manila.—*Ixion*, Blue Funnel Line, about October 5; *Talthybius*, Blue Funnel Line, about October 26.

From Vancouver, B.C.

To Australia and New Zealand.—*Canadian Winner*, Canadian Government Merchant Marine, Ltd., about September 15; *Niagara*, Canadian-Australian Line, about September 15; *Tahiti*, Canadian-Australian Line, about September 15; *Waimarino*, Canadian-Australian Royal Mail Line, about September 25; *Tahiti*, Canadian-Australian Royal Mail Line, about October 13.

To London, Liverpool, and Glasgow (via Panama Canal).—*Crown of Galicia*, Harrison Direct Line, early September (via Victoria); *Orator*, Harrison Direct Line, middle October (via Victoria).

To Yokohama, Kobe, Hong Kong, and Manila.—*Ixion*, Blue Funnel Line, September 25; *Talthybius*, Blue Funnel Line, about October 13.

To Yokohama, Kobe, Moji, Shanghai, and Hong Kong.—*Monteagle*, C.P.O.S. Line, about September 16.

To Yokohama, Kobe, Nagasaki, Shanghai, Hong Kong and Manila.—*Empress of Russia*, C.P.O.S. Line, about September 23.

To Yokohama, Kobe, Nagasaki, Shanghai, and Hong Kong.—*Empress of Japan*, C.P.O.S. Line, about October 12.

To Yokohama, Moji or Nagasaki, Shanghai, Manila and Singapore.—*Methven*, C.P.O.S. Line, about October 10.

To Karatsu, Shanghai, Hong Kong, and Singapore.—*Bessie Dollar*, Dollar Steamship Lines, about September 29.

To Shanghai, Hong Kong, and Singapore.—*M. S. Dollar*, Dollar Steamship Lines, about October 10.

SPARE PUBLICATIONS.

The Department of Trade and Commerce has on hand at present spare copies of a considerable number of publications which it would be glad to forward to any one in Canada desiring them, without charge, so long as the supply lasts. In some cases only single copies are available. Applications from libraries, universities, boards of trade or similar organizations will be given the preference. Applications should be addressed to "The Supplies Branch, Department of Trade and Commerce, Ottawa."

The demand for the spare publications heretofore listed has been very great and the supply in many cases exhausted within a day or so of the publication of the *Weekly Bulletin*.

Correspondents should confine their applications solely to the list given below. If other publications are desired a separate letter should be written.

Canada Grain Act, with Amendments, 1912.
Canadian Economic Commission to Siberia, 1919.
Census of Canada:
1901, Vol. 1, Population; 1911, Vol. 2, Religious Origins; 1890-91, Vol. 3; 1890-91, Vol. 4.
Census of the Northwest, 1885.
Census of the Northwest Provinces, Population and Agriculture, 1906.
Census of Statistics Monthly:
Vols. 7 and 8, 1914-15; Vols. 9 and 10, 1915-16.
China and Japan, 1914.
Chinese Markets for Canadian Products, 1919.
Coal Fields of Nova Scotia, 1909.
Dominion Election Act, 1917.
Final Report of the Fuel Controller, 1919.
German War and its Relation to Canadian Trade, 1914.
Grain Inspection in Canada, 1914.
Handbook for Export to South America, 1915.
Imperial Year Book, 1917-18.
Jubilee of Confederation, 1917. (English).
List of Licensed Elevators and Warehouses, 1919-1920.
Report of the Board of Grain Commissioners for Canada, 1917-1918.
Report on the Need for the Suppression of the Opium Traffic in Canada, 1908.
Royal Commission on Grain Trade in Canada, 1906.
Royal Commission on a Dispute between the Bell Telephone Company and Operators at Toronto, 1907.
Russian Trade, 1916.
Special Trade Commission to Great Britain, France, and Italy, 1916.
The Royal Commission re the Alleged Employment of Aliens by the Pere Marquette Railway in Canada, 1905.
Timber Export Trade of Australia, 1917.
Canadian Economic Commission to Siberia, 1919.
Trade after the War, 1916.
Trade with South China, 1919.
Trading in Spain, 1920.
Trial Shipments of Buckwheat via Panama Canal to the United Kingdom, 1918.
Wholesale Prices of Canada, 1910.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

G. B. Johnson, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rua Gonçalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

H. A. Chisholm, Canadian Government Trade Commissioner, 501 and 502, Teniente Rey 11, Havana. Casa de Correo—Apartado 1290. *Cable Address, Cantracom.*

France.

Hercule Barré, Canadian Government, Trade Commissioner, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland and Belgium.

A. Stuart Bleakney, Canadian Government Trade Commissioner, c/o Chas. H. Demey, Esq., Rue Adolphe Max, Brussels.

India.

H. R. Poussette, Canadian Government Trade Commissioner, c/o H. M. Trade Commissioner, 6 Royal Exchange Place, Calcutta.

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, vie Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; office 50-B Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Westminster House, Adderley Street, Cape Town. *Cable Address, Cantracom.*

South Eastern Europe.

L. D. Wilgress, Canadian Government Trade Commissioner, Athenee Palace Hotel, Bucharest. *Cable Address, Canadian.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commisioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

J. Vernon McKenzie, Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

W. C. Noxon, Director, Overseas Trade Branch of the Department of Trade and Commerce, 1 Regent Street, S.W. 1, Eng. *Cable Address, Canmission.*

United States.

John A. Cooper, Director Dominion Bureau of Information, 1463 Broadway, New York City.

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:
Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:
Valparaiso, British Consul General.

Colombia:
Bogota, British Consul General.

Ecuador:
Quito, British Consul General.
Guayaquil, British Consul.

Egypt:
Alexandria, British Consul General.

France:
Havre, British Consul General.
Marseilles, British Consul General.

India:
Calcutta. Director General of Commercial Intelligence.

Italy:
Genoa, British Consul General.
Milan, British Consul.

Mexico:
Mexico, British Consul General.

Netherlands:
Amsterdam, British Consul.

Panama:
Colon, British Consul.
Panama, British Vice-Consul.

Peru:
Lima, British Vice-Consul.

Portugal:
Lisbon, British Consul.

Spain:
Barcelona, British Consul General.
Madrid, British Consul.

Sweden:
Stockholm, British Consul.

Switzerland:
Geneva, British Consul.

Uruguay:
Monte Video, British Vice-Consul.

Venezuela:
Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 248 St. James Street, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows: H.M. Trade Commissioner, 6 Royal Exchange Place, Calcutta, India, that of the Commissioner for the Straits Settlements is: Mr. A. F. G. Anderson, H.M. Trade Commissioner, Singapore, Straits Settlements.

LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE DEPARTMENT OF TRADE AND COMMERCE.

(Revised to September 15, 1919.)

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report *re* Mail Subsidies and Steamship Subventions.
Canada and the British West Indies (1915). (Out of print.)
Canada The Country of the Twentieth Century (1915). (Out of print.)
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Report of the Canadian Economic Commission (Siberia), 1919.
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Russian Trade (1916).
Trade of South China (1919).
Trade with China and Japan (1914).
Timber Import Trade of Australia (1917).
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Toy Making in Canada (1916).
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

BUREAU OF STATISTICS PUBLICATIONS.

Annual Report of the Trade of Canada.
Annual Report on the Coal Trade of Canada (1918).
Annual Report on the Grain Trade of Canada.
Beet Sugar Industry (The), (1908).
Canada Year Book (The), (Annual).
Criminal Statistics (Annual).
Directory of the Chemical Industries in Canada (1919).
Monthly Bulletin of Agricultural Statistics.
Monthly Coal Statistics.
Monthly Cold Storage Statistics.
Monthly Report of the Trade of Canada.
Report of the Fifth Census of Canada:
- Vol. I. 1912, Areas and Population by Provinces, Districts and Sub-districts, with introductions, etc. (Out of print.)
- Vol. II, 1913, Religions, Origins, Birthplace, Citizenship etc.
- Vol. III, 1913, Manufactures, 1911.
- Vol. V, 1915, Forest, Fishery, Fur, etc.
- Vol. IV, 1914, Agriculture, 1911 (Out of print.)

Report on the Census of Industry, 1917:
- Part I. Agricultural Statistics.
- Part II. Dairy Factories.
- Part III. Fisheries.
- Part IV. Section I, Lumber, Lath, Shingles, etc.
- Part IV, Section II, Pulp and Paper.
- Other parts in preparation.

Report of Census of Prairie Provinces (Population and Agriculture), 1916.
Report of Conference on Vital Statistics, June, 1918.
Report of Postal Census of Manufactures, 1916.
Special Report on Foreign Born Population.

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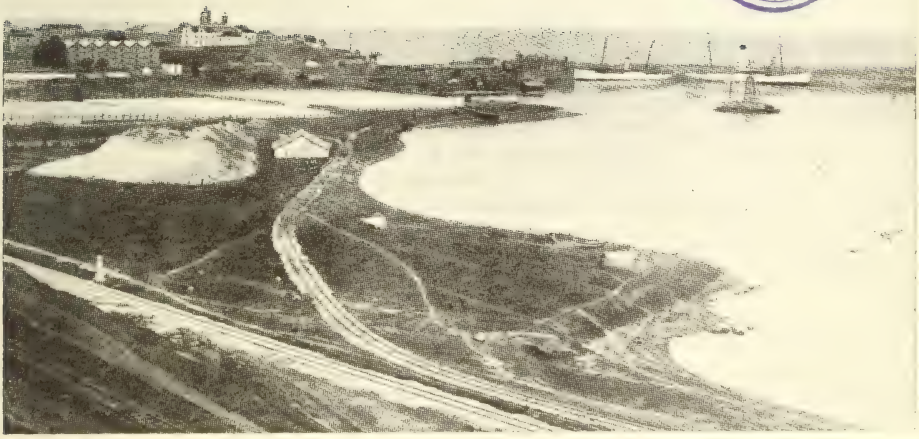
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Published by Authority of the Rt. Hon. Sir George E. Foster G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA
THOMAS MULVEY
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1920

8690—1

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa. Monday, September 13, 1920. No. 867.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

The Canadian Trade Commissioners throughout the world send regularly to the Department of Trade and Commerce specific inquiries for Canadian products received from importers in the countries where they are stationed. These trade inquiries are published in the *Weekly Bulletin* of the Department of Trade and Commerce. The addresses of inquiring firms and full particulars are also sent promptly every week to all the offices of the Canadian Manufacturers' Association, including Toronto, Montreal, the Maritime Provinces, Winnipeg and Vancouver, and to the leading Boards of Trade and Chambers of Commerce throughout the Dominion. In addition to going regularly to these commercial organizations, they are sent every week to a number of mercantile export agencies who handle export business for Canadian manufacturers and to a number of trade journals. The Department of Trade and Commerce also sends out many letters every week to manufacturers calling their attention to trade inquiries in which it is thought they may be specially interested.

It is evident that the Department of Trade and Commerce does not receive so many direct requests for addresses of Trade Inquiries as it would receive if the addresses were not being communicated to manufacturers in so many different ways, but nevertheless about nine thousand requests for addresses of trade inquiries were received last year.

In many cases manufacturers to whom trade inquiries are sent state that they cannot immediately accept export orders on account of pressure of home orders, lack of materials, shortage of coal and other causes, but nevertheless they are glad to get the inquiries and file them for future reference. On the other hand a large number of firms enter into correspondence with the inquirers and in a great many cases business connections have been made which resulted in large orders being secured by the Canadian firms.

BRITISH-CONTROLLED JAM PRICES.

Mr. Harrison Watson, Canadian Government Trade Commissioner in London, forwards the following notice regarding jam prices issued by the British Ministry of Food:—

The Jam (Prices) Order, 1920, which had previously been suspended so far as relates to prices, has been revoked, but the important provisions of the order relating to constituents, description and labelling have been included in a new order—the Jam (Sales) Order, 1920.

The new order includes clauses prescribing the minimum water-soluble extract and relating to the description of jam made from more than one variety of fruit. Containers must bear the name and address of the manufacturer, and, except where the jam is packed in usual containers with a net content of one pound, 2 pounds, 3 pounds, or 7 pounds, the guaranteed net weight of the contents.

The clause in the old order which made it obligatory on retailers to display a price-list of jams does not appear in the new order. This alteration was made after consultation with the Fair Trading Council (Jam Section), which body agreed to recommend to the trade that price tickets should be displayed on all jam exposed for sale.

APPLE PRICES IN ENGLAND.

The following cablegram, dated September 8, has been received from the office of the Canadian Fruit Commissioner, Liverpool:—

"1,347 barrels Canadian apples ex steamship *Melita*: No. 1, 84s. to 87s.; No. 2, 71s. to 72s.; Gideon No. 2, 40s.; American Wealthies, 84s. to 85s.; Maiden Blush, 77s. to 83s.; Gravensteins, 90s.—all slacks. Californian Gravensteins, 36s. 6d. per box."

BRITISH SCHEDULE OF APPLE PRICES ISSUED AUGUST 26.

Mr. Harrison Watson, Canadian Government Trade Commissioner, London, has forwarded the following notice which was issued by the British Ministry of Food on the 26th August, 1920:—

The Food Controller, having received representations from the Government of the Dominion of Canada as to the size of the barrels to be used for Nova Scotian apples, has reconsidered the prices fixed on the occasion of sales of imported apples by the first owner on and after the 15th November.

The following schedule, which has been prepared in consultation with the Ministry's expert advisers, will take the place of the one previously issued. This change will in no way affect the maximum price of 10d. per pound.

IMPORTED APPLES FIRST OWNER'S PRICES.

When sold in packages.	Maximum prices at the rate of s. d.
1. Canadian and United States apples sold in barrels containing not less than 120 pounds.. .. ..Per barrel	68 0
2. Canadian, United States and Australasian apples sold in cases containing not less than 37 pounds.. .. ..Per case	21 6
3. Canadian, United States and Australasian apples sold in cases containing not less than 40 pounds.. .. ..Per case	23 6
4. Any variety of imported apples sold otherwise than in the package mentioned above.. .. ..Per cwt.	60 0

No additional charges may be made for any package.

LAUNCHING OF THE NEW "EMPRESS OF CANADA."

TRADE COMMISSIONER J. VERNON MCKENZIE.

Glasgow, August 17, 1920.—The latest addition to the C.P.O.S. fleet was launched to-day at the Fairfield Shipbuilding and Engineering Company's works at Govan,—the twinscrew, geared, turbine, oil-fired steamer *Empress of Canada.* This vessel has been built for service between Vancouver and Japan, China and Manila. Of course, to-day there were no engines in place, but by next March, the latest *Empress* will be ready for actual traffic. She will make a pleasure cruise around the world via Suez to Vancouver, and by the end of June or July, 1921, will be regularly running on the Pacific route.

The *Empress of Canada* is 653 feet in length, 77 feet 9 inches in breadth, 53 feet 6 inches in depth to bridge deck, of about 22,000 tons gross and 18 knots sea speed. She will carry 500 first-class, 100 second-class, 240 third-class, and 930 Asiatic steerage passengers with a crew of about 550, a total of about 2,320. She is the largest liner yet built by the Fairfield Company.

The naming ceremony was performed by Mrs. G. M. Bosworth, of Montreal. A large number of the guests after the launching ceremony made the trip from Glasgow to Liverpool as guests of the C.P.O.S. on the *Empress of Britain,* which has now been luxuriously fitted out, and the boilers changed from coal-burning to oil-burning, after yeoman service rendered during the war as an armed cruiser and a transport.

INCREASE IN COST OF OCEAN TRAFFIC: SOME REASONS.

Trade Commissioner J. Vernon McKenzie.

Glasgow, August 18, 1920.—Interesting comparisons of current and pre-war costs of building and operating ocean liners were given by Sir Thomas Fisher in an address he delivered shortly after the launching of the C.P.O.S. *Empress of Canada* yesterday. The figures given are so significant and striking, and the address of the new "skipper" of the C.P.O.S. is so statistically and commercially "meaty," that Canadian business men, particularly those interested in the costs of ocean-borne traffic, may think it worth while to peruse a brief resumé of the figures and facts adduced.

Sir Thomas Fisher stated that the *Calgarian,* a ship built by the Fairfield Company of Govan, Glasgow, before the war, and somewhat similar to the *Empress of Canada,* cost the C.P.O.S. £550,000. He believes the cost of the *Empress of Canada* will run into £1,700,000. From the point of view of maintenance, the difference is even more serious; the difference between a ship built to-day, and one built before the war in expenses of insurance, depreciation, and interest on capital involves an additional charge on every round voyage across the Atlantic, of £20,000. So far as running expenses are concerned, the round trip which cost before the war £4,500 now costs £24,000; repairs are relatively £1,700 and £7,700; provisioning £3,000 and £8 000; wages £2,500 and £9,000. Increase in respect of the accommodation transferred from passengers for the greater comfort of the crew will reach £5,000 for every round voyage.

His startling conclusion is: the *Empress of Canada* will cost £60,000 more per round trip than did the *Calgarian* before the war.

HOW FARES HAVE RISEN.

Roughly, fares across the Atlantic have risen during the past six years for first class from £19 to £50 10s; second class, £11 to £28; and third class, £6 10s. to £19. That is to say passenger fares have been increased by 185 per cent, whereas the cost of operating a ship has risen by not less than 350 per cent. That, stated Sir Thomas Fisher, is a position which can exist only under exceptional circumstances. There is a danger of "killing the goose that laid the golden egg," and unless a stop is put to this rise in steerage fare—an increase which the speaker most severely deprecated, —it would tend toward a disintegration of the Empire. It meant that there must be fewer emigrants, and if there were fewer emigrants, the tendency would be for the Canadian population of the future to be drawn from across the United States border instead from Great Britain.

Shipowners and shipbuilders must devise some means of getting back to conditions under which less extravagant rates can be offered for ocean travel. As regards the means by which this might be accomplished, he suggested:—

1. Combines of shipbuilders such as had been brought about recently;
2. Improved methods of standardization;
3. Some reduction in shipbuilders' profits.
4. Prompt action by shipowners, as an illustration of which he mentioned that the C.P.O.S. had cancelled by an arrangement with the Fairfield Company an order for a first-class ocean liner and substituted for it one for an intermediate liner;
5. The ultimate adoption of internal combustion engines;
6. A more general adoption of a simpler class of vessel at a slower speed.

Roughly, if four knots were knocked off an Atlantic liner—which means a 24-hours' longer voyage on a 20 than on a 24-knot ship—it would be a saving of half the cost of the coal bill. Incidentally, Sir Thomas prophesied that ocean liners with internal combustion engines will be produced five years hence, and this would again halve the fuel costs.

ACREAGE OF CROPS IN ENGLAND AND WALES, 1920.

TRADE COMMISSIONER HARRISON WATSON.

London, August 19, 1920.—A statement just issued by the Ministry of Agriculture shows the acreages of the principal crops in England and Wales as at the 4th June last, compared with the figures for 1919, to be as follows:—

	1920. Acres.	1919. Acres.	Increase Acres.	Increase Per cent.	Decrease Acres.	Decrease Per cent.
Total acreage under all crops and grass	26,519,340	26,747,950	.....	....	228,610	0.9
Arable land	12,020,110	12,308,870	.....	....	288,760	2.3
Permanent grass	14,499,230	14,439,080	60,150	0.4	.....	—
Wheat	1,877,000	2,221,200	.....	....	344,200	15.5
Barley	1,636,770	1,509,720	127,050	8.4	.....	—
Oats	2,267,100	2,564,330	.....	....	297,230	11.6
Mixed corn	148,440	142,660	5,780	4.1	.....	—
Rye	96,470	106,520	.....	....	10,050	9.4
Beans	257,640	284,630	.....	....	26,990	9.5
Peas	165,120	163,480	1,640	1.0	.....	—
Potatoes	544,300	475,380	68,920	14.5	.....	—
Clover and rotation grasses—						
For hay	1,674,020	1,501,250	172,770	11.5	.....	—
Not for hay	774,289	757,180	17,100	2.3	.....	—

Commenting on the above statistics, the department state that the chief features are a reduction in the cereal area, and an increase in the area of clover and rotation grasses and green crops.

The acreage under wheat is 344 000 acres less than in 1919, and only 70,000 acres more than that of 1914. Oats are also being cultivated to a lesser extent than last year, but the total, 2,267,000 acres, is 340,000 acres greater than in 1914. Barley, however, occupies 127,000 acres more than last year, the present being the largest acreage since 1904.

Beans show a decline of 10 per cent as compared with the 1919 acreage, but the area under peas has slightly increased. Potatoes are being grown to a greater extent, the increase being 70,000 acres, and the total, apart from 1918, constitutes a record.

Clover and rotation grasses have been increased by 190 000 acres to 2,448,000 acres, of which about two-thirds or 1,670,000 acres, were reserved for hay, this being an addition of 170,000 acres. The acreage of meadow hay was also increased, and the total area mown for hay this year was 6,080,000 acres compared with 5,670,000 acres last year.

LIVE STOCK.

Reporting upon the live stock situation, the Ministry of Agriculture state that a serious decline is shown in the total number of cattle, the figures being only 5,547,000 against 6 194,000 in 1919, a reduction of more than 10 per cent, and the smallest number recorded since 1903. The decline is most pronounced in young cattle under one year old—of which the number was exceptionally high during the war—and the total reduction in this class is nearly 300,000 or 25 per cent. Cattle above two years old are slightly more numerous, while cows and heifers, though reduced by about 200,000 to 2,350,000, are 90,000 greater than in 1913, so that there is ample breeding stock from which to replenish the herds of the country.

The figures of sheep also show a decline of 11·5 per cent compared with last year, but the total of pigs is the highest since 1916, numbering 1,994,740.

THE CANCELLATION OF ACCEPTED EXPORT ORDERS.

The British consuls in those countries of Spanish-America where Canada has no Trade Commissioners have been very courteous in responding to the letters of Canadian manufacturers asking for information regarding trade opportunities. In one case a British consul who had taken a great deal of trouble in putting a large Canadian manufacturer in touch with a purchaser afterward found that although the Canadian manufacturer had accepted the order and agreed to ship, owing to the demands of the home market the Canadian firm cancelled the order. The customer in South America had made arrangements with the understanding that the goods would be shipped, and was put to great inconvenience by the failure of the Canadian manufacturer to keep his contract. The British consul writes:—

"You will, I think, see the necessity for ensuring, as far as possible, that manufacturers are in a position to fill orders which have been obtained for them from foreigners by Government machinery. It is somewhat discouraging when the seller, who has the most to gain, is the one who does not come up to the scratch. I know that manufacturers have many difficulties during the present period of transition, and no doubt the particular firm in question at the time of their first application thought that they would be able to supply. At the same time, in view of the many inquiries I am receiving, if it were possible for inquirers to state what is their position as regards delivery it would be a considerable saving to my office, both in work and prestige."

Canadian manufacturers who wish to make a success of export trade must give the same attention to the filling of contracts for export business as they do to home orders. It creates a very bad impression of Canadian methods when orders that have been accepted are cancelled.

MARKET FOR CHAIR PARTS AND DOWELS IN MANCHESTER DISTRICT.

Trade Commissioner J. E. Ray.

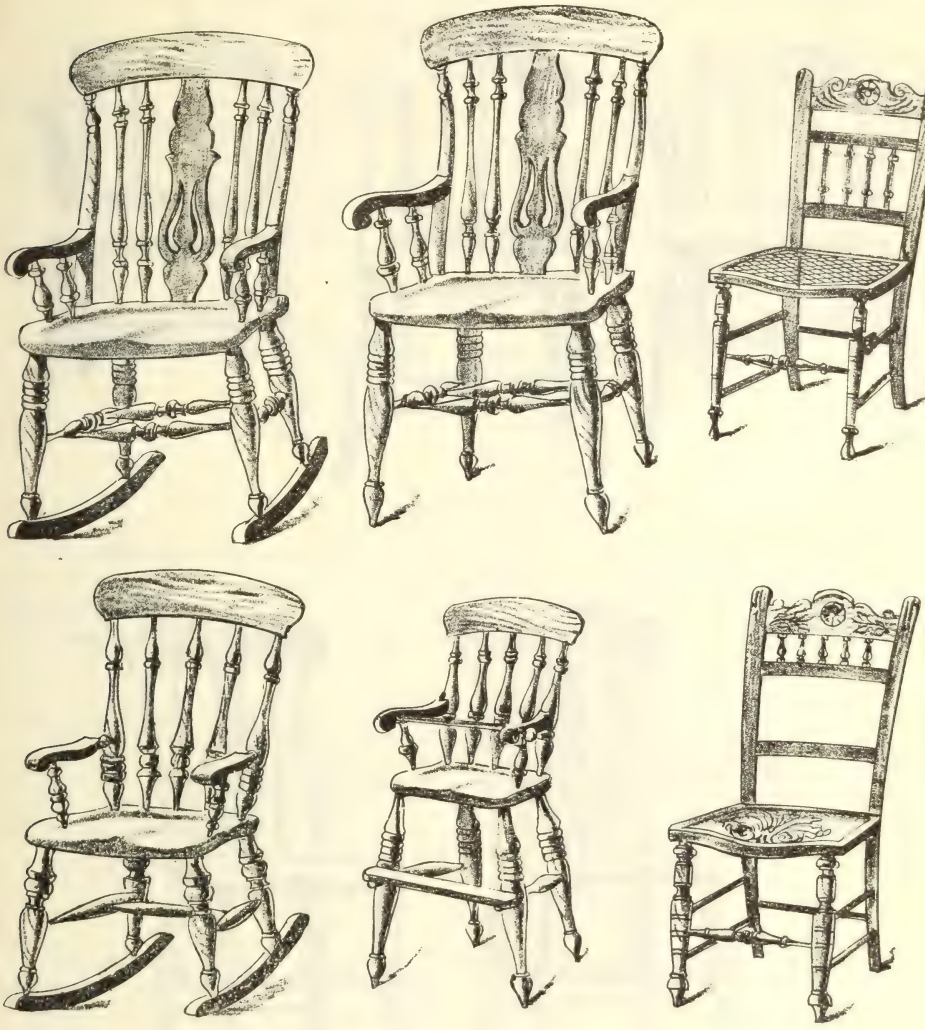
Manchester, August 3, 1920.—There is a big demand in the north and midland counties of England for chair parts and dowels. In the past years Canada appears to have exported dowels only to the United Kingdom, the turnery being left to the factories on the British side. The cost of labour and overhead charges have advanced so enormously in Great Britain since the end of the war that Canadian manufacturers may now find it easier to compete with the British turners. At any rate, if prices of turned chair parts are forwarded to this office they will be placed before an influential firm in Manchester who are prepared to consider quotations. The illustrations accompanying this report will show the styles acceptable. As the latter are numerous, it has been considered advisable to give as comprehensive an idea of them as possible.

With regard to dowels, chiefly imported from the United States, it is essential that they should be smooth, clean, free from knots, and straight. Birch and maple are invariably preferred to other kinds of wood. Sizes run from ⅜ inch to 1 inch in diameter and from 12 to 48 inches in length. They are packed for export in bundles ranging from 200 to 500.

ILLUSTRATIONS OF CHAIRS SHOWING VARIOUS DESIGNS OF PARTS.



ILLUSTRATIONS OF CHAIRS SHOWING VARIOUS DESIGNS OF PARTS—*Continued.*



PAPER FROM BAMBOO: NEW WEST INDIAN ENTERPRISE.

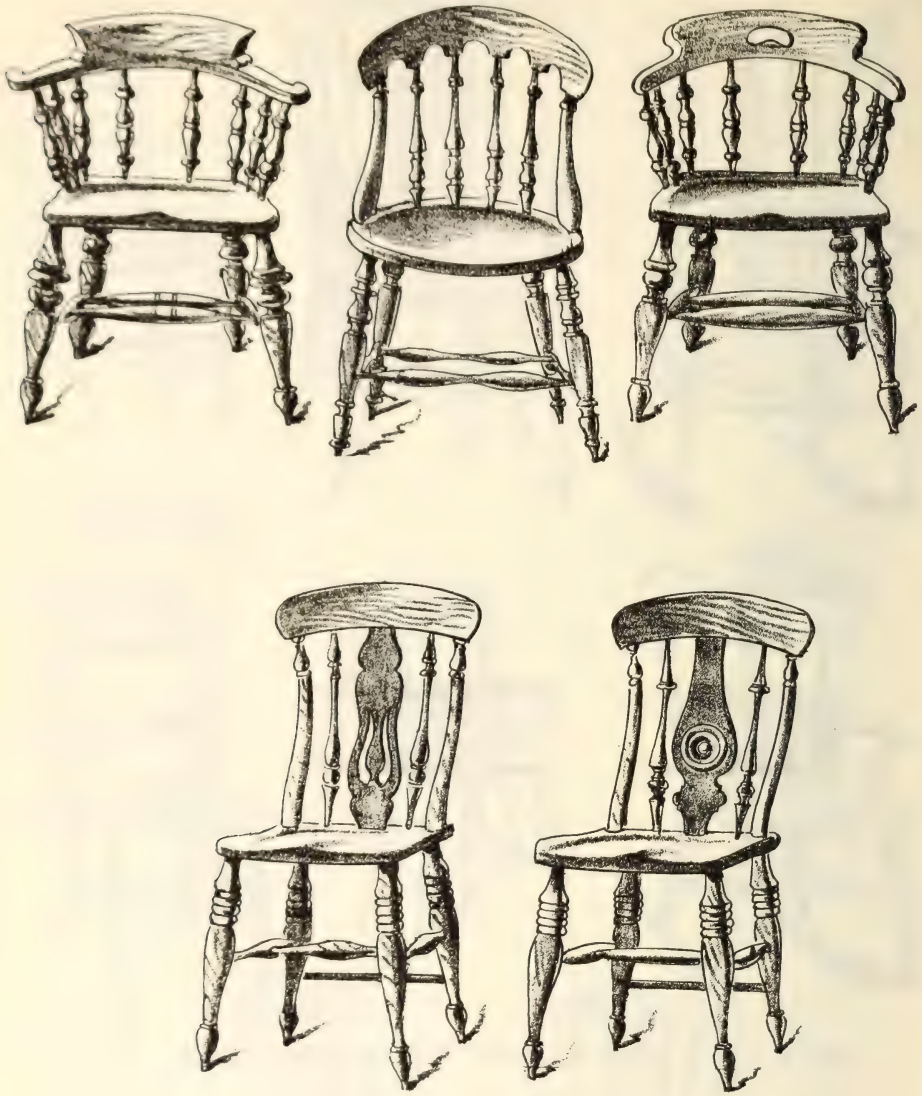
(London Times Trade Supplement.)

Inquiries have been made in several of the West Indian colonies by British papermakers regarding the possibilities of the bamboo industry in the Caribbean.

Two representatives of an English publishing house were recently in Trinidad and Grenada for the purpose. The proprietors of this house started to plant bamboos on an extensive scale in Trinidad in 1914. They have established a plantation of 1,000 acres in one district, and it is stated that very shortly a plant for the production of paper will be established there. In every West Indian colony the bamboo plant is to be found, and the people of Grenada hope that British capitalists will be induced to develop the industry in that island. One West Indian journal says:—

"If paper manufacture can be brought to the West Indies we are sure that a profitable industry will spring up. . . . Bamboo may soon claim its own as a plant of value, and those who cultivate it should keep a watchful eye on every tree they now possess."

ILLUSTRATIONS OF CHAIRS SHOWING VARIOUS DESIGNS OF PARTS—*Concluded.*



CANADIAN GYPSUM SHIPPED TO CUBA.

Major H. A. Chisholm, Canadian Government Trade Commissioner in Havana, Cuba, writes that previous to this year Cuba bought her building plaster from the United States. Firms in New Brunswick and Nova Scotia shipped crude gypsum to the United States. It was there manufactured into building plaster and shipped to Cuba, but now Nova Scotia and New Brunswick firms are shipping building plaster direct to Cuba. One Nova Scotia company recently received an order for 60,000 barrels of building plaster from Cuba. This firm advertised extensively in Spanish. The Canadian Government Trade Commissioner in Cuba has interested himself in an endeavour to divert this trade into Canadian channels.

SEED PRICES IN ENGLAND.

Under date of September 7, Mr. Harrison Watson, Canadian Government Trade Commissioner, London, England, cabled as follows:—

"Seed values ex warehouse London, England, choice quality based on No. 2 Canadian grades, London funds, per 112 pounds: alsike 200 to 220 shillings, timothy 80 to 85 shillings, red clover nominal."

Reduced to dollars and cents, value of alsike in London would be 42·9 cents to 47·1 cents per pound, of timothy, 17·1 cents to 18·2 cents per pound and of red clover nominal.

TRADING WITH GREECE.

Trade Commissioner W. McL. Clarke.

VIII.

THE RAILWAYS OF GREECE.

In 1867 there was only one kilometre of railway in Greece. To-day there are 1,694 kilometres in Old Greece and 620 kilometres in New Greece, or a total length of 2,314 kilometres.

Greece, excluding those of Macedonian, has seven railway companies viz:—

Piraeus-Athens-Peloponnesus Railway Company.

The Piraeus-Athens-Peloponnesus Railway Company run the following lines: (1) Piraeus-Patras-Pyrgos-Olympia; Corinth-Mylos; Argos-Nauplia; Kavassilin-Kyllini-Loutra, or 452 kilometres; (2) Myli-Calamata, or 183 kilometres; (3) Pyrgos-Kyparissia-Meligala, or 100 kilometres; (4) Diacofto-Calavryta, or 23 kilometres.

The gauge of (1) (2) (3) is 1 metre; that of (4), 75 centimetres.

Société des Chemins de fer Hellénique.

The second most important railway company operated from the viewpoint of kilometres, is the Société des Chemins de fer Hellénique. Trains are run from Piraeus to Platy (482 kilometres) and from Platy to Salonica (36½ kilometres). The gauge is 4 feet 8½ inches.

Thessaly Railway Company.

The Thessaly Railway Company run the following lines: (1) Volo-Larissa-Calambaka (204 kilometres); (2) Volo-Lechonia (13 kilometres); (3) Lechonia-Miliés (16 kilometres). The gauge of (1) is 1 metre; that of (2) and (3), 60 centimetres.

North Western Railway Company.

The North Western Railway Company operate 3 lines each of 1 metre gauge, viz: (1) Messolonghi-Agrinion (47 kilometres); (2) Messolonghi-Kryoneri (16 kilometres); (3) Katochi branch (11 kilometres).

Attica Railway Company.

The Attica Railway Company work the two lines of (1) Athens-Laurium (66 kilometres); (2) Heraclion-Strophili (7½ kilometres) of 1 metre gauge.

Pyrgos-Catacolon Railway Company.

The Pyrgos-Catacolon Railway Company run a 13-kilometre line of 1 metre gauge.

Piraeus-Athens Electric Railway Company.

The Piraeus-Athens Electric Railway Company operate an electric railway from Piraeus to Athens, a distance of 10 kilometres. The gauge is 4 feet 8½ inches.

NOTES ON THE RAILWAYS OF OLD GREECE.

Of the total amount, viz: 248,899,054 dr., spent in constructing these lines the State has contributed 148,450,715 dr., and private companies 100,448,339 dr.

The State has ceded the operating of the 306 kilometres of the Peloponnesus line which was built by the Greek Government to the Peloponnesus Railway Company. Recently the State bought all the shares of the Société des Chemins de fer Hellénique, although these lines are operated by the company on behalf of the Government. The State, moreover, has the right of buying up the other lines at certain future dates which have been determined by Convention.

In 1914 the Greek railways carried 12,353,619 passengers and 407,358,739 tons of freights. The gross receipts amounted to 18,056,912 dr., in 1914, as against 11,004,000 dr., in 1909.

RAILWAYS OF MACEDONIA.

The railways of Macedonia running in Greek territory are as follows: (1) Salonica-Nich-Vienna (Compagnie des Chemins de fer Arientaux-Austrian); (2) Uskub-Mitrovitza (Compagnie des Chemins de fer Orientaux-Austrian); (3) Salonica-Monastir (French company); (4) Salonica-Dedeagatch-Constantinople (French company), or a total of 619·8 kilometres. Their gauge is each 1·44 metres. The first line binds Greece by way of Dedeagatch with Constantinople, while lines (2) and (3) link up with the Serbian frontier and consequently with the European transcontinental. During the war these Macedonian lines have been under the direction of the allied military authorities, but in all probability they will revert to State ownership.

FUTURE CONSTRUCTION.

It is stated that there is now being contemplated the construction of additional railways, some 103 kilometres, especially intersecting Old Greece, and 867 kilometres, the new provinces.

PARIS-ATHENS.

It is hoped that the Orient Express—the train de luxe from Paris via Switzerland to Milan, Trieste, Belgrade and Bucharest—will shortly connect at Belgrade with the daily Greek train from Athens, when the through trip from Paris to Athens will be able to be made in between three and four days.

GREEK ROADS.

The length of country roads existing in Old Greece amounts to about 5 500 kilometres, while in New Greece there are 2,538·5 kilometres, or a total for the whole of Greece of 8,038·5 kilometres. The municipal streets of Greece are estimated at 500 kilometres.

POSTS, TELEGRAPHS AND TELEPHONES.

The central office of Greek posts and telegraphs is situated at Athens and is controlled by the Government. The Eastern Telegraph Company manages almost the

entire network including the cable service. The State only superintends the line between Larissa and Salonica. Altogether the telegraph system includes 8,000 kilometres and 16,000 kilometres of wire.

Athens is the centre of the Greek telephone system and is connected by twenty lines with the Piraeus and one line with Patras.

The total receipts derived from posts and telegraphs amounted to 6,000,000 dr. in 1915.

THE MERCANTILE FLEET OF GREECE.

Greece is a maritime country in two senses. First, because of her very long coast line, her inhabitants live near the sea; and secondly, because possessing a special aptitude for sea-faring the Greek developed a strong merchant marine which in fact has been one of the most important factors in building up Greek's national as well as economic life. This development has been continuous since the days of the Revolution (1837) up to the Great War, when, after Norway, Greece, according to population, had the strongest merchant marine. At the close of the former period Greece possessed only about 40 sailing vessels with a net tonnage of 4,000. In 1875 she had 28 steam vessels (net tonnage 8,240) and 1,733 sailing ships (net tonnage 347,847). The progress which has since taken place in the development of the steam merchant marine is reflected in the following statistics:—

Steam Vessels.

Year.	No.	Net tonnage.	Year.	No.	Net tonnage.
1875..	28	8,240	1911..	343	387,634
1883..	50	24,160	1912..	348	433,797
1892..	104	61,092	1913..	389	493,404
1896..	107	88,928	1915..	474	549,983
1900..	122	114,484	1916..	433	502,280
1904..	201	214,841	1917..	331	356,925
1909..	299	290,540	1918..	225	190,994

It will be observed from the foregoing statistics that the losses to the Greek mercantile marine were very heavy during the war, caused not only by the submarine campaign of the Germans but also to a very appreciable extent by the sales of Greek steamers abroad, which fetched exorbitant prices to their owners. The Greek Government gradually came to realize this second menace and prohibition of sale was enacted but not before a serious blow had been dealt to the mercantile fleet.

With regard to the losses sustained by Greece through the war itself, it is estimated that Greece lost 163 steam vessels of a gross tonnage of 406,383 or came fourth in allied losses, being preceded by Great Britain, Italy and France. According to *Lloyd's Register*, Greece's total decline in tonnage between June, 1914 (821,000) and June, 1919 (291,000), amounted to 530,000 gross tons, or a falling off of 64·6 per cent, which puts Greece the first leading maritime nation as to the actual loss of tonnage during the war.

There is evidence, however, that much improvement has taken place in the mercantile marine situation during the year 1919. It is reported in recent press notices that Greek shipowners purchased last year 81 vessels of 265,460 tons or an investment of 216,000,000 dr. Of this number 20 were vessels of more than 8,000 tons, 6 were vessels between 7,000 tons and 8,000 tons, and 12 were between 5,000 and 7,000 tons. The rest were smaller and all under 5,000 tons. There were also purchased during 1919, 38 sailing vessels equipped with auxiliary motors. Over against these purchases Greece lost during the year 24 vessels or a tonnage of 32,900. There are now on order for Greek buyers 18 new vessels of a complete tonnage of 124,800, and it is further reported that just recently an important Greek shipowner has purchased an American steamer of 17,000 tons.

RECENT INCREASE IN SAILING VESSELS.

It is interesting to notice that the number of sailing boats belonging to the Greek mercantile marine increased considerably after 1914, when instead of 1,733 (347,847 tons) existing in 1876 the number had fallen off to 740 (72,608 tons). The figures for 1898-1914-19 are given hereunder:—

Year	No. of Sailing Ships.	Tonnage.
1898	1,198	—
1907	1,045	—
1909	980	226,093
1912	760	101,459
1913	788	106,671
1914	740	72,608
1915	884	107,467
1917	907	121,634
1918	886	116,889
1919	917	111,408

This increase since 1914 has been due, first, to the number of sailing vessels which became Greek after the acquisition of the new provinces, and, secondly, to the purchases made by Greek shipowners during the war.

Greece's principal maritime sphere of action has been normally in the Black sea and in Near Eastern waters. The continual movement of emigrants to North America, however, encouraged the establishing of transatlantic lines, and on the outbreak of the war there were four regular vessels on this route which during the Balkan wars were utilized as auxiliary cruisers. Very important also was the service rendered by the boats in the Greek coasting trade, some 33,500 tons of steamers and 130,500 tons of sailing vessels being so engaged in pre-war days. The bulk of this coastal trade was between Piræus, Salonica, and, to a smaller extent, Patras on the one hand and to the various Greek islands on the other. As a matter of fact, Piræus and Salonica are largely the distributing centres for Greece's import trade, and it is estimated that about three-fourths of the total inward trade passes through these two ports.

Although the figures above quoted proved apparently ample carrying tonnage for pre-war coastwise trade, the reduction of the mercantile fleet by sinkings, foreign purchases and chartering, seriously threatened any adequate sea communication between the different ports of Greece. It was principally to offset this shortage of tonnage and to provide so far as possible a regular coastal service that the Greek Government in July, 1917, created a special department known as the High Commission of Transports, which took over on time charter all the remaining vessels previously operated by the various Greek steamship companies. The work of the commission has been gradually extended, and it is under its direction, e.g. that the Greek vessels have been plying between Greek and Canadian ports for the carrying of Canadian commodities to Greece.

In concluding this résumé it may be pointed out that private initiative and not Government subsidizing has been responsible for the progress attained in the Greek mercantile marine. To stimulate further this progress there have of recent years been constructed six caulking yards in Greek ports, of which two are situated at the Piræus, measuring 26·40 by 146 metres and 15·60 by 102 metres respectively. Moreover, during the war there sprang up a number of marine insurance companies, which will render Greece more independent of foreign insurance societies, to which the shipowners used to pay about 12,000,000 dr. annually in premiums. Another indication of progress is the creating during the war of a special bank known as the Maritime Bank of Greece, whose special interest will be the development of the merchant marine by loans and other special banking facilities.

MOVEMENT OF SHIPPING IN GREEK PORTS.

The following table shows (1) the number and tonnage of vessels arriving at Greek ports from abroad during the years 1916 and 1917 and (2) the number and tonnage of vessels departing from Greek ports for abroad:—

Arrivals.

Ports.	1916. Number.	1916. Tonnage.	1917. Number.	1917. Tonnage.
St. Nicholas	23	2,785	92	2,791
Argostoly	5	6,155	1	2,649
Volo	6	9,266	2	4,109
Galaxidi	3	306	....	—
Zante	9	5,059	....	—
Candia	14	9,158	9	2,302
Salonica	62	113,196	55	75,383
Calamata	21	14,187	....	—
Corfu	10	13,976	1	224
Laurium	15	23,915	4	8,171
Mytilene	12	6,249	12	2,885
Patras	56	48,395	11	16,404
Piraeus	303	466,908	69	93,076
Preveza	4	1,573	....	—
Rethymno	8	4,885	....	—
Samos	31	5,589	9	2,948
Syra	217	13,863	34	15,832
Canea	14	6,582	27	8,476
Chios	3	31	4	625
Different ports	188	69,044	94	41,752
Total	1,004	821,122	424	277,627

Departures.

St. Nicholas	19	3,628	31	533
Argostoly	8	7,213	1	209
Volo	6	9,438	4	3,243
Galaxidi	2	4,200	....	—
Zante	17	15,552	3	3,146
Candia	13	8,941	12	2,361
Salonica	35	72,254	27	40,774
Calamata	28	35,835	4	80
Corfu	5	5,469	....	—
Laurium	14	22,418	5	10,799
Mytilene	8	868	7	1,408
Patras	74	133,821	11	14,049
Piraeus	323	404,863	73	91,783
Preveza	2	224	....	—
Rethymno	18	9,109	2	89
Samos	30	6,255	7	84
Syra	134	6,292	15	232
Canea	17	6,886	12	2,904
Chios	12	559	1	1,968
Other ports	167	99,126	107	86,604
Total	932	852,951	322	260,266

INTERNATIONAL CHARACTER OF SHIPS' ARRIVALS AND DEPARTURES.

The table which follows illustrates the different merchant flags which entered and departed from Greek ports during the years 1916 and 1917:—

Arrivals.

	Number.	Tonnage.	Number.	Tonnage.
Greek	522	527,304	170	140,622
English	55	50,167	24	35,425
Belgian	8	8,468	....	—
French	31	80,952	17	12,354
Egyptian	....	.....	5	261
Danish	2	193	1	86
United States	49	7,473	1	2,806
Japanese	....	.....	1	2,157
Italian	238	116,250	202	82,320
Spanish	1	737	3	1,596
Norwegian	1	873	....	—
Dutch	24	26,805	....	—
Roumanian	1	1,900	....	—
Swedish	....	.....	....	—
Total	1,004	821,122	424	277,627

Departures.

Greek	545	560,687	146	103,548
English	53	55,043	39	65,442
Belgium	5	5,291	....	—
French	29	68,945	19	28,236
Egyptian	....	.....	3	145
Danish	2	178	1	87
United States	5	5,467	1	1,580
Japanese	....	.....	2	2,414
Italian	260	124,395	111	58,814
Spanish	1	737	....	—
Norwegian	1	873	....	—
Dutch	28	29,217	....	—
Roumanian	1	1,900	....	—
Swedish	2	218	....	—
Total	932	852,951	322	260,226

It is interesting to note the predominant place held by Italy in the trade carrying of Greece.

PERCENTAGES OF GREEK AND FOREIGN VESSELS.

The subjoined statistics indicate the respective percentages occupied by Greek and foreign vessels in the inward and outward movements of Greek ports for the years 1915, 1916, and 1917:—

Number of Vessels.

Flag.	Sailing Vessels.	Steamers.	Total.
1915.			
Arrivals—			
Greek	49.29	45.29	46.35
Foreign	50.71	54.71	53.65
Departures—			
Greek	51.87	47.34	48.22
Foreign	48.13	52.66	51.78
Total arrivals and departures—			
Greek	50.38	46.35	47.28
Foreign	49.62	53.65	52.72
1916.			
Arrivals—			
Greek	49.06	66.38	58.06
Foreign	50.94	33.62	41.04
Departures—			
Greek	76.11	64.35	58.47
Foreign	23.89	33.66	41.53

Number of Vessels.—Continued.

Total arrivals and departures—	1915. Sailing vessels.	Steamers.	Total.
Greek	46.58	66.35	58.72
Foreign	53.42	33.65	41.28
	1917.		
Arrivals—			
Greek	28.70	52.74	40.09
Foreign	71.34	47.26	59.91
Departures—			
Greek	43.79	46.48	45.37
Foreign	56.21	53.52	54.66
Total arrivals and departures—			
Greek	34.44	49.74	42.35
Foreign	65.56	50.26	57.65

Net Tonnage.

Flag.	1915. Sailing Vessels.	Steamers.	Total.
Arrivals—			
Greek	50.49	32.16	32.46
Foreign	49.51	67.84	67.54
Departures—			
Greek	41.85	34.01	34.10
Foreign	58.15	65.99	65.90
Total arrivals and departures—			
Greek	46.70	33.12	33.31
Foreign	53.30	66.88	66.69
Arrivals—	1916.		
Greek	60.90	64.30	64.22
Foreign	39.10	35.70	35.78
Departures—			
Greek	67.76	65.70	65.73
Foreign	32.24	34.30	34.27
Total arrivals and departures—			
Greek	67.85	65.01	64.99
Foreign	36.15	34.99	35.01
Arrivals—	1917.		
Greek	54.36	50.48	50.65
Foreign	45.64	49.52	49.35
Departures—			
Greek	53.37	39.39	39.78
Foreign	46.83	60.61	60.22
Total arrivals and departures—			
Greek	53.99	45.07	45.39
Foreign	36.01	54.93	54.61

ANCHORAGE DUES.

The following table shows the sums paid by steamers of various nationalities for light and anchorage dues for the years 1910, 1913, and 1914:—

Flag.	1910. Dr.	1913. Dr.	1914. Dr.
British	403,534	339,573	458,786
Greek	394,546	460,200	498,033
Austrian	333,006	477,637	222,177
German	167,708	173,994	156,080
French	129,119	114,967	61,223
Italian	125,261	170,033	163,155
Dutch	51,833	50,899	42,516
Russian	46,105	121,714	23,486
Belgian	32,877	25,811	23,706
Swedish	24,741	10,082	11,439
Norwegian	23,161	33,053	33,901
Spanish	13,250	.....	—
Roumanian	11,985	22,349	21,829
Turkish	7,780	5,112	272
Danish	6,321	3,508	7,586
Bulgarian	5,324	6,969	194
American	427	448	12,606
Persian	.....	.....	2,134
Totals	1,776,978	2,016,349	1,739,123

TRADING WITH ROUMANIA.

TRADE COMMISSIONER L. D. WILGRESS.

X

THE TIMBER INDUSTRY.

The total forested area of Greater Roumania is about 18,750,000 acres divided by provinces as follows:—

	Acres.
Old Kingdom	6,820,000
Transylvania	5,500,000
Maramuresh	1,700,000
Banat	1,500,000
Crishiana	1,420,000
Bucovina	1,100,000
Bessarabia	710,000
Total	18,750,000

The most important forests are those of the slopes of the Carpathians and the foothills of the Old Kingdom and Transylvania. Beech forests occupy the greatest area, followed by oak, elm, ash, maple and birch trees are frequent among the deciduous forests, while on the higher slopes there are mostly pines and other trees of the coniferous species. The following table shows the division by provinces of the principal kinds of forests:—

	Beech. Acres.	Oak. Acres.	Pine. Acres.
Old Kingdom	2,400,000	2,800,000	1,490,000
Transylvania	2,750,000	995,000	1,867,000
Banat	1,012,500	255,000	32,500
Crishiana and Maramuresh	1,645,000	962,500	547,500
Bucovina	747,000	.....	372,500

The number of saw mills in Old Roumania in 1912 was 71, employing 12,000 workmen, while the cutting of logs and their transport to the mills afforded occupation for another 50,000 workmen. Most of the saw mills were controlled by 14 companies of large capital. Austro-Hungarian capital was chiefly interested in the development of the timber industry of Roumania. The most important company was the "Societe pour l'Exploitation de forets" (Goetz & Co.) of Budapest. The total capital invested in the industry before the war amounted to over $13,000,000. The forests belonging to the private companies amounted to 3,750,000 acres. A large part of the total production of timber was shipped abroad, the following being the quantities and values of the export in 1913:—

	Quantity. Cubic Metres.	Value. $
Pine logs	203,658	572,100
Construction timber, staves	160,198	3,770,912
Construction wood, planed	106	2,758
Furniture and cabinet wood, ready but not adjusted	1,303	79,279
Furniture and cabinet wood, carved	29	29,206
Firewood (tons)	19,088	49,327

The total value of the timber export in 1913 was approximately $4,700,000, shipped chiefly to Austria-Hungary, Egypt, Holland and Turkey.

In order to preserve the forest wealth of the country and maintain the equilibrium of the climate, the Roumanian Government has passed stringent laws against the cut-

ting down of forests necessary for the protection of the lower lands. Reforestation was also commenced to make good the wastage done by ruthless exploitation during the nineteenth century. By the outbreak of the war 30,000 acres had been reforested by the Government.

In Transylvania, Bucovina and Maramuresh, the timber industry is developed to a great extent and forms one of the chief occupations of the inhabitants of these provinces. In Transylvania there are 51 saw mills employing 10,137 workmen and utilizing a motive power of over 9,000 horse-power. The export of wood products from Bucovina amounted in 1913 to 334,690 tons, and the timber industry affords employment for over 27,000 workmen. In the province of Maramuresh there are



Timber Rafting in Roumania.

7 saw mills employing 1,660 men, and in Crishiana 10 saw mills give employment for 4,300 workmen. Wood products were exported from these provinces before the war especially to Austria, Italy and Spain.

THE PAPER INDUSTRY.

The manufacture of pulp and paper is developed in Roumania to a fairly considerable extent. Old Roumania was practically self-supporting before the war in regard to most lines of paper, only certain specialities, such as letter paper, blotting paper, wallpaper, water-marked paper, bond paper, porcelain papers, requiring to be imported from abroad. The tariff protection on paper amounted to from 24 to 46 per cent ad valorem. On the other hand there was an export of cellulose from Roumania amounting in 1913 to 3,619 tons valued at $164,991. At the time of the German occupation there were seven pulp and paper mills in operation and one mill under construction. The total capital invested in the industry was approximately $5,000,000 and the total motive power employed amounted to 9,000 horse-power. The quantity of pulpwood consumed by the mills of Old Roumania in 1913 was 75,000 tons. The pro-

duction of newsprint paper in that year was 5,654 tons valued at $468,147, out of a total production of papers of all kinds of 17,800 tons valued at $2,110,303.

At the present time only four paper mills are in operation and there is an acute shortage of paper of all kinds, but especially newsprint.

In Transylvania there are six paper and pulp mills utilizing a motive force of 3,812 horse-power and affording employment for 1,648 men.

THE FLOUR-MILLING BUSINESS.

Another Roumanian industry which contributed to the total export from the Old Kingdom before the war is that of flour-milling. This industry developed rapidly during the six years preceding the war. In 1914 the number of flour mills was 98, with a total capacity of 3,600 tons per 24 hours. Braila and Galatz were the chief centres of the industry, the total capacity of the mills in these cities being over 1,000 tons a day. The total capital invested in flour-milling amounted prior to the war to over $8,000,000. The tariff protection against imported flour ranged about 35 per cent ad valorem. In addition to the mills operated by machinery, there are a great many small mills throughout the country which belong to the peasants. In the Old Kingdom corn is chiefly ground by the peasant mills, except in the Dobrudja where wheat is the chief grain milled. A number of the peasant mills are operated by oil engines.

About one-fifth of the flour produced by the machine mills of the Old Kingdom was shipped abroad in 1913, the total export amounting in this year to 130,000 tons valued at $6,810,000. The greater part went to the countries of the Near East, 70,000 Roumania. Up to that date a commercial treaty with Austria-Hungary prevented the

Two kinds of flour are milled in Roumania. That made from Wallachian wheat, grown on the plains of the Danube, is of poor quality though cheap. The best flour is that made from the strong red wheat grown in Moldavia. This flour is considered to be equal to the chief Hungarian brands.

In Transylvania there were 21 machine flour mills in 1913 and in the Banat 39, for the most part of larger size than those in Transylvania. There are also a number of flour mills in the other new territories of Roumania.

SUGAR MANUFACTURE.

Belgian capital was most instrumental in the development of the sugar industry in Old Roumania. This industry sufficed to supply practically all the sugar requirements of the country before the war. The amount of sugar consumed in Roumania in 1913 was 38 000 tons, or about 10 pounds per head of population. There were five sugar factories in 1914 which utilized as raw material sugar beets grown in the country. Approximately 35,000 acres were cultivated with sugar beets yielding a crop of from 200,000 to 300,000 tons a year. During the war one sugar factory was destroyed. At the present time there is a shortage of sugar in Roumania, necessitating heavy importations from abroad. This is due to the fact that the acreage sown to beet root has appreciably diminished. A Belgian syndicate is now making the necessary arrangements for the reconstruction of the sugar industry in Roumania.

In the territories of Greater Roumania, which were formerly Hungarian, there are seven sugar factories, and in Bucovina three. Sugar beets were also cultivated to a considerable extent in Bessarabia for supplying the factories of the Ukraine, the centre of the Russian sugar industry.

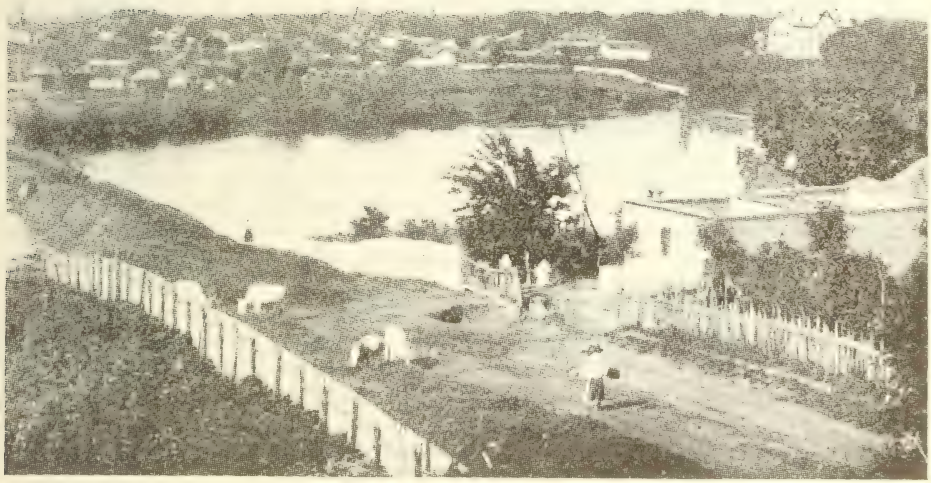
MANUFACTURING INDUSTRY.

The industries outlined above were practically the only Roumanian industries which were capable of supplying the domestic requirements of the country before the war. There was a considerable development of manufacturing industry in general

prior to 1914, but the output in most lines only satisfied a small proportion of home demand.

It is only after 1886 that manufacturing industry acquired an importance in Roumania. Up to that date a commercial treaty with Austria-Hungary prevented the enactment of protective legislation, but with the abrogation of this treaty the policy of the encouragement of national industries was put into force. Since then there has been a marked development in manufacturing, especially during the ten years preceding the war. As an example there may be first given the textile industry.

In 1913 there were 13 woollen mills in Old Roumania with an annual produc-



A Roumanian Village.

tion valued at $3,000,000. About half the raw material utilized was home-grown wool, the finer qualities being imported from abroad. For this reason the woollen goods produced by the mills were of the coarser grades, the superior qualities being imported to greater advantage from foreign countries. The cotton mills of Old Roumania numbered 15 in 1913, the output in that year being 16,000,000 yards of cotton tissues valued at $2,200,000 or about one-fifth of the value of the total import. There were no spindles in the country and all the cotton yarn had to be imported from abroad. The manufacture of rope and twine was carried on in six factories with an output of about 1,300 tons a year. In Transylvania the textile industry is fairly important, there being 15 mills weaving woollen cloth and 7 cotton and linen mills. The town of Brashov is an important textile centre. The Banat has also a number of textile factories, but the other new territories of Greater Roumania have no mills of importance.

Considering the large importation of all kinds of metal goods, the metal industry in Roumania is not important. The largest company is that known as the "Vulcan," which has engineering works and manufactures machinery, forgings and tank cars. There is a dockyard at Galatz capable of doing all kinds of repair work to steamers.

The most important branch of the Roumanian metal industry is the manufacture of cans and receptacles for the oil companies, there being eight factories engaged in this work. The engineering works and repair shops, including those of the oil companies, numbered 36 in 1913 with an annual output of machines and castings valued at $4,000,000. The capital invested in these works was nearly $3,000,000. The production of wire, nails, rivets, etc., was carried on in 11 factories representing a capital of $1,135,000. The production of most of these lines was before the war sufficient for the internal consumption, but iron rope, screws and bolts were imported from abroad in large quantities. Galatz was the most important centre of the Roumanian iron industry.

The production of cement in Old Roumania amounted before the war to 144,000 tons a year, the greater part being manufactured in the Prahova valley. In Transylvania there are two cement works. The canning industry of Old Roumania has a pre-war production of 4,000 tons of vegetables, 4,000 tons of fruits, 2,100 tons of fish, and 2,500 tons of meats. Bessarabia has also a considerable industry in the canning of fruits.

PRESENT POSITION OF ROUMANIAN INDUSTRIES.

The chief fuel of the industries of Roumania is petroleum residues, which accounted for about half of the total combustible used before the war. In 1913 there was imported into Roumania 370,000 tons of coal and 55,000 tons of coke. (Great Britain supplied 173,000 tons of coal and 26,000 tons of coke.) At the present time factories are hampered by the difficulty of obtaining petroleum residue, owing to the transport crisis. A large quantity of coke was obtained last year (1919) from Czecho-Slovakia. The Germans during their occupation of a large part of Roumania despoiled a great many of the factories of their equipment, transporting the machinery to Germany and Austria. The chief industrial centres of Old Roumania were Bucharest, the Prahova valley, Galatz and Jassy. The last two were the only important centres which were not under German occupation from the end of 1916 to the spring of 1918. The factories at Azuga, Bushteni and other places in the Prahova valley suffered severely from bombardment during the German advance, so that even the buildings are destroyed. Galatz also suffered from bombardment during the war. A Department of Reconstruction was appointed in 1919 to purchase machinery and equipment for refitting the factories most necessary for national purposes. Spare parts for machines were purchased from Austria and Czecho-Slovakia. A company has also recently been formed for supplying equipment and materials required for refitting the factories. Besides the reasons outlined many factories with equipment intact are unable to operate owing to the difficulty of securing raw material. This applies particularly to the textile industry. It is thus seen that most of the factories in Old Roumania are idle at the present time,—and that it will be several years before production in most lines of manufacturing industry can be brought up to the pre-war standard. Openings for Canadian trade are presented in the supply of machinery and other equipment for the factories requiring to be refitted.

BRITISH SUPPLIES OFFERED.

A communication has been received by the British Senior Trade Commissioner in Canada from a British firm of telephone, telegraph and signalling engineers, stating that they have available for export a surplus stock of telegraph apparatus, mine and railway signalling apparatus and electric heating and cooking appliances, and that they will be pleased to quote against definite inquiries from interested merchants or importers in Canada.

Good deliveries, in particular, can be given of electric heating appliances. Further particulars and prices may be obtained from the British Senior Trade Commissioner, 248 St. James street, Montreal.

SOUTH AFRICA'S IMPORTS.

Trade Commissioner W. J. Egan.

X.

In this week's instalment of his report on the imports of South Africa, Mr. Egan concludes his review of wood and the manufactures of wood. In next week's issue he will deal with the paper trade of South Africa.

South African Sawmills.

The sawmills and joinery works of the Union of South Africa have increased in number from the year 1915, when there were 56 establishments, to 126 in 1918. The total value of materials used in these plants in 1918 was $2,762,200, of which $764,400 was imported. The bulk of South African material used was rough timber, which was valued at $1,060,025. With anything like normal shipping conditions there will be a big increase of imported material used at these plants. It was the shortage of overseas material that necessitated the use of South African timbers, which under ordinary circumstances would not have been used for years.

The $2,762,200 worth of material handled by the 126 sawmills and joinery works in 1918 resulted in a total value manufactured of $4,594,700.

Some of the several articles manufactured were: rough sawn timber, $1,159,600; furniture wood, $54,700; wagon cart wood, $218,000; mining props and poles, $415,450; sleepers, $82,300; building and joinery work, $304,100; and box shooks (already referred to), which was over $600,000.

Casks—Wood.

The demand for staves is much greater than the supply. The total imports last year were to a value of $82,850, 60 per cent of which came from the United Kingdom. The year 1918 was the reverse, Portugal shipping $41,125 out of a total value of $59,000. Other countries securing some fair share of this trade are the United States, France, Norway, and British Guiana. For the year ending 1918 the South African cooperage industry manufactured 12,873 kegs and 17,993 casks.

Staves.

As with casks, there is a limited supply compared with demand. The requirements are larger now than in 1913, when 533,375 staves were imported, while last year the imports were only 217,239 staves. The great bulk of this trade is from the United States.

Canada shipped in 1915, 36,442 staves, and in 1916 the total shipped was 24,781, the two following years blank, and last year 6,000 were shipped.

Handles.

	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for Union	$91,000	$100,975	+ $ 9,975
Canada	1,600	19,850	+ 18,250
United States	56,200	59,730	+ 3,530
United Kingdom	29,000	21,960	— 7,040
Germany	1,450	.....	— 1,450
Norway	.....	1,435	+ 1,435

The maple handle for pickaxe and other tools is now considered more favourably than in 1913 and previous years. The demand is, of course, for hickory handles, but a real good trade could be worked up for the maple handle if prices ranged, say, about 10 to 15 per cent lower than hickory.

Both the pickaxe and axe handles sell in the 36-inch size, and the tool or hammer handles are sold in 12-inch, 14-inch, 15-inch, 16-inch, 18-inch, 24-inch, 30-inch, 36-inch, and 42-inch. The biggest seller is in the 14-inch, the next best seller is the 36-inch, and the medium sellers are the 12-inch, 15-inch, and 18-inch; the others are usually sorting-up quantities only.

In the tool or hammer handles, the trade here require that the heads of all handles from 12 inches to 16 inches shall be 1⅜ inch by 1 inch; from 18 inches to 24 inches, 1⅜ inch by 1¼ inch; from 30 inches to 36 inches, 1½ inch by 1¼ inch; and 42 inches, 1⅝ inch by 1¼ inch.

As to broom handles, these are sold in the maple and birch and other soft woods. There are a few tapered handles imported, but the great bulk are the even-size handle in the full length, of which some are 50 inches long, but the biggest seller is in 42 inches; both lengths are usually imported in sizes 1 inch by 1⅛ inch, 1½ inch and 1¼ inch, not tapered.

There is also some sale for hoe and fork handles, usually 54 inches long; these must be hickory or maple.

Wood Manufactured, n.o.d.

(Not Handles, Boxes, Casks, Staves, Doors or Frames).

	Value. 1913.	Value. 1919.	Decreas or Increase.
Total for Union	$270,000	$320,375	+ $ 50,375
Canada	5,300	106,090	+ 100,790
United States	55,400	163,450	+ 108,050
United Kingdom	78,800	35,946	— 42,050
Russia	33,000	95	— 32,905
Sweden	32,000	2,830	— 30,170
Germany	21,200	.....	— 21,200
Norway	.....	3,925	+ 3,925
Japan	.....	3,879	+ 3,879

On this import Canada's trade has increased each year since 1913, but last year's trade is more than double the best of any previous year. Included in this entry are mouldings for building purposes, composition wallboards, woodenware, washboards, step-ladders, all of which have been increased; the big increase, however, is on the wallboard and washboards.

Wood Sleepers.

The imports of sleepers for merchandise credit will average annually about $30,000 only. For South African Government Stores, pre-war the imports averaged $1,500,000. This account for last year was $591,460.

Australia holds the great bulk of this trade, with her export of hardwood (jarrah), suitable for this country. If Canadian creosoted sleepers could be offered at a price which would allow a fair comparison, allowing for renewals and shorter life of the sleeper, there are big possibilities, and the railway management are prepared to give them a good try out.

Furniture.

	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for Union	$1,411,000	$662,775	—$748,225
Canada	65,500	113,675	+ 48,175
United States	195,000	232,200	+ 37,200
United Kingdom	903,000	213,575	— 689,425
Germany	112,000	1,590	— 110,410
Sweden	21,200	9,765	— 10,435
Japan	14,300	22,125	+ 7,825
Italy	8,700	1,640	— 7,060
France	3,400	2,280	— 1,220
Holland	3,000	1,260	— 1,740
China	.....	22,475	--

Under this heading, which does not include metal beds, wood beds or school and church furniture, there has been a big development in manufacture in South Africa since the year 1910. The following comparative figures should be of interest to the Canadian furniture trade, and the engineering plant which turns out machinery for this industry.

In 1915 there were 100 furniture factories in South Africa; this had increased to 145 factories in 1918.

To producers and dealers in woods suitable for furniture manufacturing and manufacturers of metal goods for the furniture trade, the following will also be of interest.

In the year 1915 the value of materials used in these 100 South African factories was $1,233,800, of which $1,190,000 was imported. In the year 1918 the value of materials used in 145 factories was $2,212,300, of which $1,989,900 was imported.

The total value of articles produced in 1915 was $2,523,400, and in 1918 the value produced was $4,473,500. Canada's share of the import trade in furniture is mostly on chairs and tables. There is a constant demand for all other kinds of furniture, but in the knock-down state, and in many cases the demand is in the white, so that they may be finished here.

The import of wood beds is very small; the total for last year was $18,300, the United States shipping $13,170, the United Kingdom $4,850, and very small amounts from Sweden and India.

In school and church furniture Canadian manufacturers do not seem to make the real effort which is warranted by the trade in South Africa.

Representation is essential, because as a rule, tenders are called for on short notice and according to architects' plans and specifications.

This does not permit of sending on of plans for the manufacturers' estimates, so the agent must have in hand data of all kinds to enable him to estimate the cost.

A well-finished catalogue is a factor of great importance for this class of trade. With the catalogue for this trade, particulars as to f.o.b. cost, Canadian ports on each line illustrated, if possible a c.i.f. landed South African port cost would be much better. This requires the closest approximate shipping weights and measurements, packed for export.

Circular seating is in great favour with the Dutch Reformed Church congregations. Although the United Kingdom manufacturer imports most of his raw material, the United Kingdom has always held the bulk of the church and school furniture trade.

Organs and Harmoniums.

	Quantity. 1918. Number.	Quantity. 1919. Number.	Decrease or Increase	Value. 1918. $	Value. 1919. $	Decrease or Increase. $
Total for Union.	230	697	+467	12,600	52,400	+39,800
Canada	4	176	+172	190	11,985	+11,795
United States	98	362	+264	4,470	20,700	+16,230
United Kingdom	101	133	+ 32	7,425	18,400	+10,975
Japan	26	11	— 15	490	670	+ 180
France	1	.....	— 1	25	.....	+ 25
India	.....	13	+ 13	.....	480	+ 480
Germany	.....	2	+ 2	.....	74	+ 74

The record as given in the above table refers to 1918 instead of 1913, because the number of instruments imported are shown for the first time in the year 1918, and because organs and pianos were made a separate entry for the first time in that year. In 1913 all musical instruments were bulked under the one heading.

The organ and piano figures of trade are shown here on account of the preceding items in reference to furniture.

The Canadian-made organ has established a very high reputation in South Africa for value in both the low-priced and the higher-priced instruments. The packing for

export is also highly commended by importers in South Africa. Out of the hundreds of interviews with the trade in the past seven years, there has only been one complaint in this respect.

All that is required for an increase of Canada's trade is an offer of more regular deliveries, remembering also that the bulk sale is on the cheaper instruments sold by the wholesale jobber and not by the musical instrument dealers.

Pianos.

	Quantity. 1918. Number.	Quantity. 1919. Number.	Decrease or Increase	Value. 1918. $	Value. 1919. $	Decrease or Increase. $
Total for Union	1,543	1,789	+246	288,650	438,250	+149,600
Canada	.....	72	+ 72	.....	15,570	+ 15,570
United States	560	1,043	+483	78,435	210,600	+132,165
United Kingdom	974	615	—359	207,500	197,700	— 9,800
Germany	2	42	+ 40	630	7,700	+ 7,070
Japan	2	3	+ 1	250	550	+ 300
Holland	.....	11	+ 11	.....	2,900	+ 2,900

The piano which sold in large numbers pre-war was of German manufacture. This piano was sold by the wholesale general dealer as well as the musical instrument stores. The class of instrument they supplied was shown in *Weekly Bulletin* No. 615 (November 8, 1915), second half of 1915. The piano was famous in South Africa for its price and quality, and the packing was perfect.

Prices will perhaps never be as low as in the past, but it is worth noticing that as compared with other countries, the cost of the German pianos shipped to South Africa last year are much lower than either the general average on total imports or supplies from Canada, United States or the United Kingdom.

Gramophones.

There is no record so far of quantity import on gramophones, and this entry includes accessories of same.

The imports last year are a big increase over any year during the war. The total imports for 1919 were $160,700, Canada shipping $140, the United States $26,970, the United Kingdom $112,400, Japan $17,530, and Switzerland $2,030. Pre-war, Germany's exports averaged $60,000 a year; last year they shipped only $130. France pre-war shipped an annual average of $18,000, and last year $215. Belgium's average was about $5,600, with none last year. The great bulk of the trade is on the low-priced machines.

There is some headway being made on the cabinet and higher-priced instruments but it is very slow compared with other countries.

Frames—Picture.

There is very little of the composition picture frames used in South Africa. The demand is for the oak and other woods. The total imports pre-war were from the United States, the United Kingdom, and Germany. Last year the United States held the greater part of the trade. The average annual imports are about $21,000.

Fibre Trunks and Suit Cases.

A separate entry for this line was made in 1917, when the total imports were to a value of $18,450; this dropped to $13,700, and increased last year to $23,800. There are no imports of these from Canada. Last year the United States shipped to a value of $1,425, the United Kingdom $14,525, Japan $6,125 and Australia for the first time $110.

The import of metal trunks average annually $10,000, the bulk of which is from the United Kingdom.

Leather bags and trunks are shown separately for the first time last year; the total import was $120,300. Canada did not ship any, the United States shipped $5,300, the United Kingdom $87,500, Japan $8,740, and Australia $2,185, with small shipments from other countries.

In all other trunks and suit cases, the total imports last year were $92,400. Canada exported $60, the United States $1,500, the United Kingdom $40,590 and Japan $40,000. Japan's exports in this line have increased from $13,820 in 1917.

The manufacture of trunks and suit cases in South Africa has made good strides in the past ten years. In 1918 there were manufactured 21,600 of these, valued at $52,500, and in leather trunks and bags 483 were manufactured in South Africa.

COMMERCIAL NOTES FROM ITALY.

Trade Commissioner W. McL. Clarke.

Agricultural Machinery Required in Italy.

Milan, August 18, 1920.—A recent estimate of the Ministry of Agriculture places the Italian requirements of agricultural machinery as follows: 30,000 ploughs, 20,000 seeders, 3,000 weeding machines, 9,000 mowers, 500 simple reapers, 2,000 reapers and binders combined, 3,000 rakes, 800 hay pitchers, 1,500 threshers and 1,000 locomobiles.

It is expected that the national industry will be able to provide a certain number of ploughs, threshers, mowers and seeders, but Canadian manufacturers should bear in mind that the bulk of the agricultural machinery trade must be supplied from abroad.

Electrification of Italian Railways.

A new Government decree substituting the one published last August unfolds the lines along which the electrification of the Italian railways is to take place. In short the scheme as now outlined includes the electrifying of 4,424 kilometres and the laying of 9 767 kilometres of new rails. The plan calls for (1) the immediate electrifying of 1,332 km. and the laying of 2,862 km. of rails; (2) the electrifying of 1,102 km. and the laying of rails over 2,270 km. in the period immediately following the execution of the first group; (3) the electrifying of 1,736 km. and the laying of rails over 4,245 km. by private industry; and (4) the electrifying of 254 km. and the laying of rails over 390 km., in which group experiments will be made with new methods of electric traction. The Government for this work has apportioned 800,000,000 lire to be distributed over eight periods, 60,000,000 lire to be expended in the current financial year.

Lignite Production in Italy.

A report recently published by the Parliamentary Committee on National Fuel Supplies shows that whereas the average production of lignite in Italy during the seven-year period 1907-13 amounted to 551,133 tons, the output of the mines increased to 2,216,583 tons in 1918 or over four times the average pre-war figure.

In 1914 there were only 39 mines in operation over against 223 mines in 1918. It is further estimated in this report that from mining surveys already made there exist in Italy some 270 000,000 tons of lignite to be exploited.

Italian Joint Stock Companies in 1919.

An article appearing recently in the *Revista Delle Societa Commerciale* shows the movement among the Italian joint stock companies during the year 1919. It is

stated therein that the net investment in industry and joint stock companies during last year amounted to 3,012,924,777 lire. The following tables will be illustrative:—

	Total, 1919. No. Companies.	Capital. Lire.
New capital invested	866	1,015,538,300
Increased capital of old companies	575	2,147,065,795
Total investment		3,162,604,095
Companies liquidated	151	100,079,520
Reduction in capital	45	49,599,798
Total withdrawal from investment		149,679,318
Net investments		3,012,924,777

Categories.	1918. In thousands of Lire. 1st 6 months.	2nd 6 months.	1919. 1st 6 months.	2nd 6 months.
Banks	155,270	95,020	288,972	175,161
Insurance	64,825	59,250	41,850	11,850
Mining	76,402	48,110	53,210	32,558
Metallurgical	181,570	543,980	147,630	65,600
Mechanical	132,069	114,295	121,880	40,763
Chemical	55,174	118,017	56,254	77,038
Electrical	140,899	219,876	133,585	116,035
Automobile	8,666	72,290	50,160	86,195
Communications	160,590	172,545	128,404	349,061
Textiles	27,180	118,580	23,150	60,180
Other manufactures	21,185	18,416	34,521	61,115
Agriculture	28,770	47,105	96,760	47,580
Food products	30,186	124,358	39,871	93,963
Building	25,626	49,210	77,020	112,200
Construction work	7,185	12,073	20,601	25,392
Aquatics and baths	70	7,300	725	2,455
Hotels, restaurants and theatres	431	3,000	3,384	2,240
Commercial	10,925	41,167	92,090	102,223
All other	25,907	27,795	76,566	74,646

Among the most striking features of the increased capitalization for 1919 are more than 464 millions of lire among the banks, 136 millions among the automobile companies, 477 millions among sea and land transportation companies (chiefly the former), 145 millions among the agricultural societies, 190 millions among building enterprises, and 200 millions among commercial societies. Since the beginning of the war the net amount of capital invested in Italian industries and commercial and financial organizations has amounted to 7,282,693,000 lire, or more than all the capital similarly placed in Italy before the war.

Italian Port Movement, 1919.

During the year 1919 the steamers and sailing vessels entering all the Italian ports registered 18,209,851 gross tons, while the departures aggregated 17,922,662 gross tons. The tonnage discharged amounted to more than 13 millions, while the tonnage loaded was little more than 2 millions. The first place in the total shipping movement was held by the Italian flag, viz., 9,571,087 tons in arrival and 9,521,480 tons in departure. The second place was occupied by the British mercantile fleet with 4,010,287 tons entering and 3,933,275 tons clearing Italian ports; and the third place by the United States with 924,430 and 903,983 tons respectively. There followed the flags of Norway, France, Spain, Sweden, and Denmark.

Area Under Sugar Beet Cultivation.

It is estimated that the area under sugar beet cultivation this year in Italy is 70,000 hectares as compared with 20,000 hectares last year. A normal harvest, it is stated, should provide Italy with her requirements for 1920-21.

The Floating Fair.

Over a thousand Italian manufacturing plants will from present indications be represented in the Floating Sample Fair, which is being organized by the industrial interests of Italy. This fair is to be held on the Trinacria, the royal yacht placed at the disposition of the organizers by the king, and will visit Tunis, Algiers, Tangier, Lisbon, Barcelona, Marseilles and other Mediterranean ports for the purpose of showing the merchants in these parts the kind of goods Italy has to offer and to book orders from the samples shown. The cruise, which is being supported by the Italian Government, will begin at Naples about the end of August.

Imports of Frozen Meat into Italy.

Italy imported altogether in 1919 some 103,658 metric tons of frozen meat as against 163,400 tons in the preceding year. During the last period of 1919 the imports fell off very considerably, and it is believed that with the efforts now being made to replenish the national supplies of cattle that the market for frozen meat in Italy will gradually lose its importance. It may be stated that the Italians generally are not fond of frozen meat, and veal is the principal meat consumed whenever it is available.

In connection with the frozen meat trade it may be pointed out that there are 13 ships under the Italian mercantile marine flag with a cold storage capacity of 25,000 tons, and that the refrigerator space of the largest Italian plants amounts in all to some 27,000 tons.

Railway Traffic.

The following table shows the development which has taken place in the receipts derived from the railway traffic in Italy:—

	Private Transport. Lire.	Military Transport. Lire.	Total. Lire.
1913-14	571,475,000	3,521,522	574,996,000
1914-15	523,780,000	43,500,000	571,750,000
1915-16	521,700,000	221,589,000	758,657,000
1916-17	515,000,000	487,649,000	1,086,670,000
1917-18	477,692,000	571,488,000	1,262,837,000
1918-19	548,203,000	575,955,000	1,956,935,000

But with corresponding increases in expenditure, due principally to the higher cost of coal and of operating expenses, there continues to be a huge deficit which has to be met by the State and which for the present fiscal year is estimated at 600,000,000 lire. The coal used, which cost the State railway some 108,000,000 lire a year before the war, in 1918-19 involved an expenditure of 596,000,000 lire.

Italian Silk Production.

The figures which follow for 1919-20 on the Italian silk production have just recently been published by the Ministry of Agriculture. Statistics for preceding years are given for comparative purposes.

Year.	Silk from Italian Silk Worms. Kg.	Silk from Imported Silk Worms. Kg.	Total. Kg.
1919-20	1,832,900	300,700	2,133,600
1918-19	2,696,000	16,400	2,712,400
1917-18	2,818,000	46,400	2,864,400
1916-17	3,612,000	237,000	3,849,000
1915-16	2,878,000	188,000	3,066,000
1914-15	4,059,000	410,000	4,469,000
1913-14	3,540,000	1,162,000	4,702,000
1912-13	4,105,000	1,102,000	5,207,000

Soviet Russia Buying Rolling Stock in Italy.

It is reported in the press that the Soviet Government of Russia is placing an order for 10,000 railroad cars with the big Fiat works of Turin, the same to cost 28,500 lire per wagon or a total expenditure of some 285,000,000 lire. It is further stated that already some 200,000 lire in gold have been deposited in Italy on account of the contract and that the Banca Commerciale Italiana is guaranteeing the business to the extent of 200,000,000 lire.

CANADA AND THE BRITISH WEST INDIES.

By Watson Griffin.

XI.

Trinidad and Tobago.

Any one familiar with the West Indies and the Spanish Main will at once recognize the island of Tobago from Defoe's description of Robinson Crusoe's island. This is the only island from which Trinidad could be seen in the distance. Defoe spelled the name of the river Orinoco somewhat differently from the present spelling, but there is no mistaking the geographical situation. Tobago lies between 11° 9′ and 11° 21′ north latitude, bearing the same relation to Trinidad as Robinson Crusoe's island.

The two islands described by Robinson Crusoe form to-day the prosperous colony of Trinidad and Tobago, being united under one Government although separated by about 21 miles of sea. Lying directly in front of the delta of Venezuela's great river, they have been called the Daughters of the Orinoco. Trinidad lies between 10° 3′ and 10° 50′ north latitude, and is only 6 miles from Venezuela at its nearest point. Trinidad is 55 miles long and 40 miles broad, being almost square in shape but for the peninsulas at its northwest and southwest corners, which, stretching out toward Venezuela, help to enclose the gulf of Paria. It has an area of about 1,190,484 acres, or a fraction over 1,860 square miles, while Tobago is 26 miles long by 7½ miles wide at its greatest breadth, and has an area of 73,313 acres, or a fraction over 114 square miles. Nearly the whole area of these islands is suitable for agriculture. The soil is rich, the rainfall generally abundant, and the climate equable, while both islands are absolutely free from earthquakes and hurricanes. At Port of Spain, the capital and chief seaport, the temperature usually ranges from about 70° F. at dawn to 86° or 87° between two and three in the afternoon, dropping after that hour, but from January to March the night temperature often drops to about 65°. The mean maximum temperature is 86°, the mean minimum 69°, and the mean annual 79°. In the highlands it is slightly cooler. In the hottest hours of the day the trade wind is usually blowing, greatly tempering the heat.

There are three ranges of hills, one fringing the north coast, one near the south coast, and the third between, but the general character of the country is level or undulating. The highest point in the island is Mount Tuchuche, 3,100 feet high, in the northern range.

Although British Guiana has more than forty-five times the combined area of Trinidad and Tobago, the population of the two islands in 1911 was 333,552, as compared with 296,041 in the British colony on the mainland of South America. The visitor to British Guiana gets the impression of a great country marking time—a country with rich natural resources that are not being developed to any great extent. In Trinidad one sees a small country that is being rapidly developed.

Trinidad and Tobago together have less than half the area of Jamaica and less than half its population, but the last year before the war the total trade of Trinidad



Cacao tree pods. The pods contain the beans from which cocoa and chocolate are made.

and Tobago amounted to $48,835,358, whereas the total trade of Jamaica and its dependencies, the Turks, Caicos and Cayman islands, amounted to only $25,284,735. Trinidad's trade is largely due to the fact that the Port of Spain is a distributing port for Venezuela, but Trinidad's imports for home consumption and its exports of domestic products are much larger in proportion to area and population than those of Jamaica.

THE PRINCIPAL EXPORTS.

Trinidad and Tobago grow almost every kind of tropical products, but the only agricultural products exported in considerable quantities are cacao, coconuts, copra, sugar, molasses, rum and fruits.

It should be noted that in Trinidad, as in British Guiana, large quantities of coconuts are consumed in the colony, being used both for food and for the manufacture of coconut oil, which is used very generally by the East Indians, so that the total production of coconuts is considerably greater than the number exported.

When coconuts are shelled and the hard white meat broken into fragments these pieces are called copra. Many coconuts a little too small to sell as standard nuts are broken into copra.

The ordinary conditions of climate, soil, and rainfall seem to be ideal in Trinidad for the production of cacao, but there is great room for improvement in the methods of preparing the cacao for market adopted by some of the small peasant proprietors.

Comparatively few fruit trees are planted in this colony because there is a general belief that there is no export market. However, a good deal of fruit is grown for local consumption, and one can buy cheaply anywhere oranges, grape fruit, limes, pineapples, avocado pears, mangoes, papaws and a variety of other tropical fruits that are seldom seen in the north. A small banana, locally called the "sucre fig," is grown between young cacao trees on many small estates.

Rice is grown by many of the East Indians, but not in sufficient quantities to supply the home market.

Coffee grows well in Trinidad, but the greater part of the coffee produced is consumed in the colony.

RUBBER IN TRINIDAD.

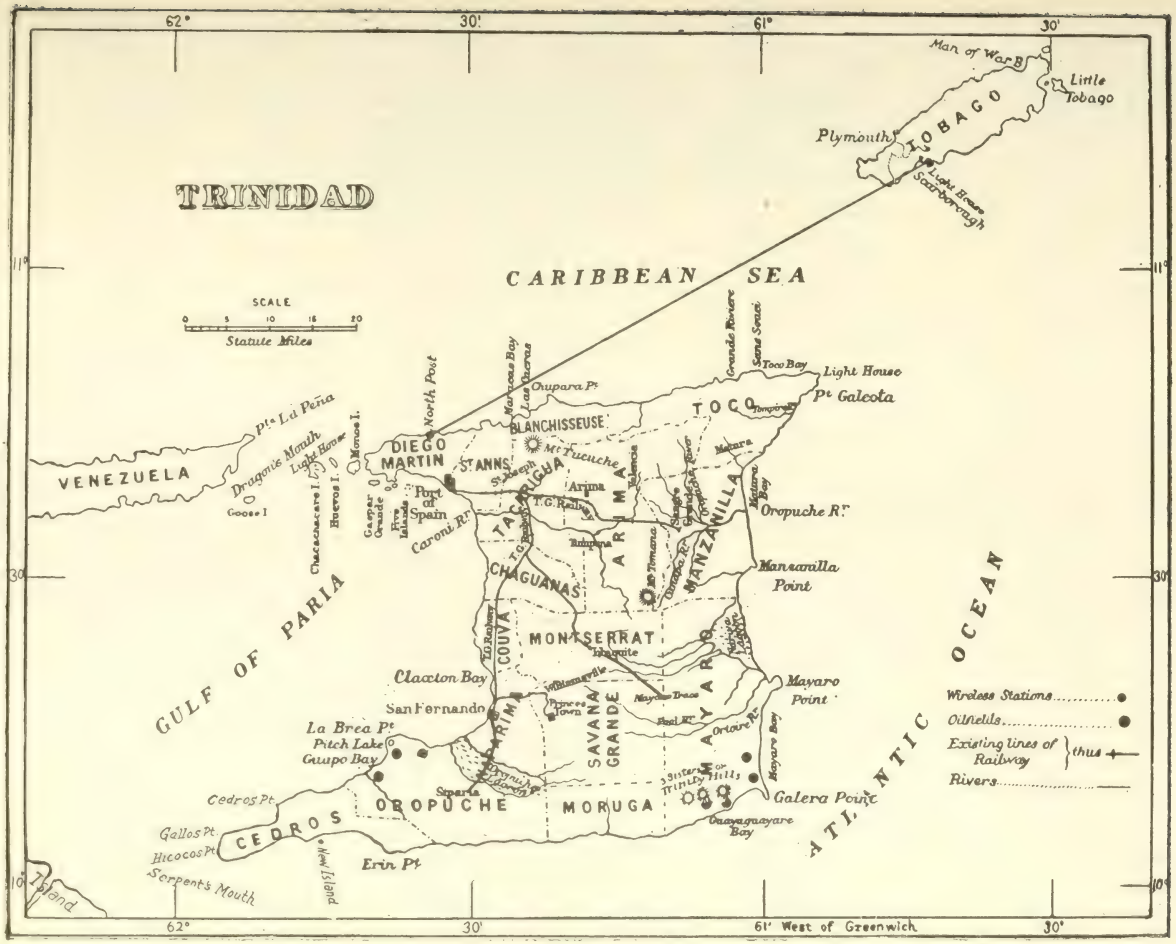
The planting of rubber trees got a somewhat earlier start in Trinidad than in British Guiana, and there are now a large number of trees old enough to be tapped, but the mainland colony has already a larger number of rubber trees planted, and there is little doubt that British Guiana will soon far surpass Trinidad in rubber production. The cacao tree is generally believed to require protection from the sun, and a tree known as the immortel is commonly used for this purpose, but in some cases rubber trees are now being used, and the custom may extend. An East Indian on a cacao estate in Trinidad which I visited said:—

"The cacao tree is like a white man. It requires an umbrella to shade it from the sun."

Against the use of the rubber tree as shade for the cacao it is sometimes argued that both the cacao and the rubber require nourishment from the soil and that the one interferes with the other, whereas it is claimed the immortel blossoms contain large quantities of nitrogen and that when the blossoms fall and decay as much nitrogen is restored to the soil as the cacao takes from it. Whether the nitrogen comes from the air or from the depths of the subsoil is a disputed question, but in any case it is made available for the nourishment of the cacao tree according to the advocates of the immortel. In Trinidad the Castilloa rubber of Central America has been more generally planted than Para rubber.

There are three articles besides agricultural products which bulk quite largely in the exports of domestic products, asphalt, petroleum and bitters.

8690—3


TRINIDAD
CARIBBEAN SEA
GULF OF PARIA
ATLANTIC OCEAN
TOBAGO
Man of War B.
Little Tobago
Plymouth
Light House Scarborough
SCALE
0 5 10 15 20
Statute Miles
VENEZUELA
Pt. La Peña
Dragon's Mouth
Light House
Monos I.
Chacachacare I.
Huevos I.
Goose I.
North Post
Morvant Bay
La Retraite
Chupara Pt.
Grande River
Sans Souci
Toco Bay
Light House
Pt. Galeota
TOCO
BLANCHISSEUSE
DIEGO MARTIN
STANNS
St. Joseph
Mt. Tucuche
Arima
Maracas
Matura
Matura Bay
Oropuche R.
Port of Spain
Gaspar Grande
Five Islands
Caroni R.
T.G. Railway
TACARIGUA
Tacarigua
Tabaquite
Guaracara
Pt. Tamana
Dorado R.
MANZANILLA
Manzanilla Point
CHAGUANAS
COUVA
MONTSERRAT
Tabaquite
Claxton Bay
Williamsville
Mayaro Point
San Fernando
Princes Town
Mayaro Trace
Pond R.
Oropuche R.
Mayaro Bay
La Brea Pt.
Pitch Lake
Guapo Bay
Savana Grande
Sipario
Sisters
Trinity Hills
Cedros Pt.
Galera Point
Cascadura Bay
OROPUCHE
MORUGA
CEDROS
Gallos Pt.
Hicacos Pt.
Serpent's Mouth
Erin Pt.
Island
Wireless Stations
Oilfields
Existing lines of Railway
thus
Rivers
62°
30'
61°
30'
61° West of Greenwich

As regards the bitters it may be noted that a Venezuelan family many years ago placed on the market a preparation of bitters which has become world famous. Times being troublesome in Venezuela they moved to Trinidad and have since manufactured in Port of Spain the bitters which are largely exported.

TRINIDAD ASPHALT.

Trinidad has been more widely advertised by its exports of asphalt than by all the sugar, cacao, coconuts and coffee ever produced in the island. Trinidad asphalt is known in all the cities of the world as a fine paving material and the Pitch lake, La Brea, is one of the world's wonders. It covers 104 acres and is estimated to contain about 9,000,000 tons of asphalt, over 1,500 000 tons having already been taken out. Epuré is asphalt from which all the water of which it contains about 25 per cent, has been eliminated by heat. Small quantities of manjak are also mined in Trinidad. This is a black, solid, friable bitumen.

PETROLEUM IN GREAT QUANTITIES.

It is generally believed in Trinidad that the petroleum underneath the island may yet prove to be its richest resource. It is an interesting fact that the man who is recognized by every one to have been responsible for the discovery of Trinidad's oil resources is Mr. Randolph Rust, who for a number of years was a resident of a Canadian city, Hamilton, Ont. Mr. Rust, believing that all the conditions indicated that there were great stores of petroleum in Trinidad, persuaded the Government of the colony to have an investigation made by an expert geologist, and Mr. E. H. Cunningham Craig was chosen to make the inquiry. It may be noted that Mr. Cunningham Craig's book "Oil-Finding" has been highly commended by Sir Boverton Redwood, adviser on petroleum to the British Admiralty, Home Office and Indian Office, and consulting adviser to the Colonial Office. He began his investigation as a skeptic, but after a thorough inquiry became an enthusiastic believer in Trinidad as a great oil field. He reported that the island was an immense storehouse of oil. A considerable amount of British capital has since been invested and great developments are expected in the near future. Mr. A. Buby Thompson, a well-known mining engineer who assisted Mr. Craig, recently said: "If we consider that there are only 100 square miles of oil-bearing land in the island which will ultimately yield on an average but 1,000 tons per acre—a very low estimate where there is a succession of sands at different depths—we arrive at an output which if valued at only £1 per ton equals £64,000,000."

However, both Mr. Craig and Mr. Thompson believe that the oil-bearing lands that can be profitably utilized cover a far greater area than 100 square miles. It is believed that in many cases lands now yielding good profits from cacao plantations have oil enough underneath to make fortunes for the owners. For instance, while I was in Trinidad a group of British capitalists bought the oil rights on a cacao estate which I visited. The owner of the estate retained his surface rights and his cacao trees which yield a fine revenue, but he was paid $25,000 cash in addition to a large amount of stock in the oil company for the oil rights underneath. With wealth above and wealth beneath Trinidad should be prosperous.

OIL UNDER CROWN LANDS.

A large area of the Crown lands of Trinidad are supposed to have oil underneath and in order to prevent complications the Government has temporarily withdrawn these lands from settlement. There are estimated to be about 400,000 acres of Crown lands suitable for agriculture. The East Indians have been buying small allotments of from five to ten acres and there is a great deal of dissatisfaction among some of those who have not yet got land at the temporary withdrawal of the Crown lands from sale.

STRATEGIC IMPORTANCE OF TRINIDAD INCREASED.

If the expectations of the oil experts are fully realized the strategic importance of Trinidad will be greatly increased. Oil is being substituted for coal as steamship fuel more and more and both as regards warships and merchant vessels Trinidad may become the most important oil supply station in the southern seas.

The British Government have been so impressed with the importance of Trinidad oil from a naval point of view that the Government of Trinidad has been instructed not to sell any more oil rights to aliens.

It has been predicted that the oil royalties will eventually yield enough revenue to cover nearly the whole cost of Government in Trinidad.

MUD VOLCANOES.

While Trinidad never has earthquakes or hurricanes it has a number of mud volcanoes which caused some alarm until their nature was discovered. They are simply the result of explosions of hydro-carbon gas arising from petroleum. On one of the sugar estates in the Cedros district there is a mud volcano which sometimes explodes with great noise, throwing up tons of oil-saturated clay. Several years ago a small island was suddenly born in the sea off the coast of Trinidad. The governor of the colony with a party visited this new British possession and landed a few days after it was formed. Experts stated that it was simply the result of an upheaval of mud at the bottom of the sea caused by an explosion of petroleum gas. The island afterward disappeared under the ocean.

TRINIDAD FORESTS.

About 200,000 acres of Crown lands have been reserved for forests, leaving about 400,000 acres of Crown lands estimated to be suitable for agriculture, an area almost as great as that at present actually cultivated.

The forests of Trinidad, like those of British Guiana and all the other West India islands, are mixed, only a few trees of the same kind being found together. It is proposed to gradually cut down the trees of little commercial value and replace them with valuable timber trees. Certain burned areas are being replanted with young forest trees in plantations of the same kind. Thus there are 10,120 cedar trees growing together in one plantation and in another plantation 11,315 cyp trees. There are small separate plantations of mahogany, Honduras mahogany, balata, Para rubber, camphor and poui trees.

It is not expected that important results will be achieved in the near future other than the conservation of the forests as a means of maintaining rainfall, but it is believed that within fifty years the Government will have valuable forests of hardwood which will yield a large annual revenue.

TRINIDAD RAILWAY LINES.

Trinidad has a Government railway connecting Port of Spain with the principal towns and villages of the island. Some of the large sugar estates have private railways to carry the canes from the fields to the factories. These private railways are connected with the Government railway so that when the sugar is made it can be transported to the nearest shipping point.

GOOD COUNTRY ROADS.

The visitor to Trinidad will have no difficulty in seeing the island for there are many good country roads lined with trees and hedges. The scenery is lovely. In some cases the roads are covered with a coating of asphaltic oil; in other cases the clay of the island is burned in kilns making a hard red powder which is spread over the roadways.

The Island of Tobago.

The island of Tobago is not so well developed as Trinidad, but it is rich in natural resources and its scenery is lovely. Its physical characteristics have been described by Lieut.-Col. J. H. Collens, of Trinidad, as follows: "From Pigeon Hill (1,800 feet high) at the northeast, a main ridge of hills runs down the centre of the island for about eighteen miles, with long, deep valleys separated by bold subdivided spurs. These valleys are extremely fertile and well watered. The central portion is undulating with little valleys, while the southwestern or Leeward district is flat."

Tobago was formerly devoted entirely to sugar-growing, but cacao, coconuts and rubber are being substituted. Rubber trees are doing particularly well in the northern part of the island. One of the planters, Mr. Thomas Thornton, by crossing sea island cotton with the ordinary type of native cotton, has obtained a hybrid which yields well and has been approved by cotton experts in England.

Mr. Cunningham Craig says there are indications of a good supply of petroleum in Tobago. There are still thousands of acres of Crown lands for sale in Tobago at twelve dollars per acre, but, as in the case of all tropical countries, the cost of clearing forest lands is heavy.

PREPAYMENT OF DUTY ON CATALOGUES AND ADVERTISING MATTER IN AUSTRALIA.

The American trade commissioner in Australia, in the United States Commerce Reports, says that embarrassment and loss is caused to American advertisers through the practice of sending to that country catalogues and advertising matter on which the recipient has to pay duty at the rate of 10 pence (20 cents) per pound, or 45 per cent ad valorem, whichever returns the higher rate of duty, all printed matter brought into Australia being dutiable at that rate. Many Australian merchants have refused to accept catalogues and circulars on this account. He reports that firms should be informed that it is possible to prepay duty on such commodities in two ways:—

1. To remit to the deputy postmaster general of the state to which the catalogues or circulars, etc., are addressed, by money order or otherwise, funds to cover the duty at 10 pence per pound or 45 per cent ad valorem, upon receipt of which the post office will release the printed matter to the addressees.

2. To affix to each separate package or piece of printed matter "fiscal stamps" to the amount of the duty. These "fiscal stamps" may be obtained from the Australian customs commissioner in the United States, 61 Broadway, New York, and may be used in prepaying duties on samples as well as on catalogues and circulars.

THE CASSAVA INDUSTRY IN BRITISH GUIANA.

L. M. B. Meyers, Assistant to the Trade Commissioner in the British West Indies.

Barbados, August 20, 1920.—It will no doubt be of interest to Canadians to learn that a new industry is about to be started in the colony of British Guiana by the cultivation of cassava on a large scale. The operations are to be conducted under the management of Major A. V. Board, who is the managing director of the Emido Company, Limited, of Liverpool, which is one of a group of organizations engaged in the application of the manioc or cassava industry for various purposes in the United Kingdom. This firm were the pioneers of the cassava industry and are the largest importers of the product into the United Kingdom, their imports running into several hundred thousand pounds sterling per annum.

Mr. Board states that his firm has large mills in England for dealing in manioc and turning it into fine and high-grade products, and one of these products will be the manufacture of soap, as it has recently been discovered by a British chemist that cassava can be used in the manufacture of this article. It is claimed that cas-

sava soap leaves a pleasant softness to the skin, and is highly recommended by medical men. Mr. Board is seeking to acquire very large tracts of land in British Guiana, which he proposes to put under cultivation. They will start with a few hundred acres in some suitable place as a nursery pending the beginning of operations on a large scale next year. At present there are not sufficient plants in the colony, and these will have to be imported. It would, however, be necessary, to introduce skilled labour, which would be essential to success.

Major Board has had considerable experience in the cultivation of cassava, and the year before the war he erected a factory in Trinidad with the purpose of demonstrating to the planters the mechanical drying and manufacture of manioc or cassava.

INVOICE REQUIREMENTS AND CONSULAR REGULATIONS OF OTHER COUNTRIES.

Peru.

Mr. Adrien Falardeau, Consul of Peru in Quebec city, furnishes the following digest of regulations respecting consular certificates, invoices, etc., for goods exported from Canada to Peru.

Article 105. Any person who wishes to ship goods to Peruvian ports must present to the Consul a statement, in quadruplicate, containing:—

1. The names of the shipper, of the shipping port, of the person to whom goods are to be delivered (if the bill of lading is made to order), and the names of the port of destination and of the steamer.

2. The marks, numbering, and number of parcels, their classification, contents, the weight of each parcel or its measurements. To give the contents of parcels the shipper should supply the number, quantity, classification and kind of each. The quantity should be given in kilogrammes, metres, etc., following the description of goods.

3. The value and origin of the goods, giving the name of the country, where they have been produced or manufactured.

Article 106. At the bottom of the statement an affidavit must be given respecting its contents.

Article 107. If the statement does not contain all the above requirements, it need not be certified by the Consul, but annotated accordingly.

Article 108. If there is any error, the shipper can remedy it by giving the Consul a modified statement.

Article 110. Every statement and declaration should be presented to the Consul with a copy of the bill of lading, and a statement should not refer to more than one bill of lading.

Article 111. The Consul may ask for the original commercial statement, etc., as evidence of the correctness of the above documents.

Article 112. If the ship sails from a port where there is no Consul, nor one near at hand, the documents required may be certified either by the Consul of a friendly nation or by two honest merchants.

Article 113. In case where the goods are sent to another country via Peru, a declaration to this effect should be made to the Consul, containing descriptions as above indicated, and the name of the ship to which the cargo is to be transferred, and the port in Peru where that is to be done.

Article 117. The Consuls alone have the right to certify documents.

Article 119. If foreign goods are to be shipped through Canada to Peru, the certificate of customs should be viséd by the Consul.

Salvador.

The British Consul, San Salvador, Salvador, furnishes the following information with respect to documents required for exports to Salvador:—

1. The customs authorities require consular invoices made out showing marks and numbers of packages and gross and net weights in kilogrammes. Contents of packages containing assorted goods must each be declared separately and separate weights given. The total value of merchandise and the expenses, freights, etc., must be declared. All invoices must be in Spanish.

2. A signed copy of the invoice must be sent to the client or the importer, another to the Administrador de Aduana in the port of destination, and a copy to the Ministerio de Hacienda, Salvador city.

3. Invoices may be extended by Consuls of friendly nations if no Salvador Consul resides in the country of origin.

4. Some countries have special arrangements as to certificates of origin, but it would only be necessary when shipping from Canada to state in the consular invoice that the goods are of Canadian origin.

5. The regulations regarding bills of lading are that goods must be consigned to the customer or bank making collection. Bills of lading "to order" are not allowed.

6. All packages must be marked and numbered in serial order. Bales without numbers are charged extra duties.

7. Parcel post regulations are the same as any other country in the International Postal Union, excepting that this country requires the declaration schedule attached to each package.

Persia.

The British Legation at Teheran, Persia, advises as follows with respect to Persian customs regulations governing imports:—

The customs do not call for invoices in special form.

Persons clearing goods are obliged to furnish a declaration showing the country of origin and place of despatch of the goods; the number and kind of packages, their marks and numbers; the nature of the goods in each package; the weight or measurements of the goods; their value and their destination.

Invoices do not have to be certified by a Persian Consul.

Certificates of origin are not required, except for the purpose of declaration mentioned above.

There are no regulations affecting bills of lading.

Packages with marks giving false indication of origin, etc., are subject to penalty.

Parcel post packages are passed through the customs and the recipient makes a declaration or attends at examination of contents.

DEMAND FOR HOLLOW-WARE IN CHINA.

(London Times Trade Supplement.)

Before the war Austrian enamelled hollow-ware was in steady demand in China, where a trade that promised in time to reach very large dimensions was being built up by the foreign merchants resident in the country.

The articles in demand, such as bowls, cooking utensils, cups and saucers, and cuspidors, were of sound quality and moderate price. Since that time, however, goods of Japanese manufacture have replaced the Austrian ware, and so far no other manufacturing country has made a serious bid for this trade, which in the opinion of a correspondent of the Federation of British Industries, is capable of great expansion. Japanese hollow-ware, although cheap, is of very inferior quality. The Chinese are induced to buy it only because it is within their means and Japan at present is the only source of supply.

China can absorb enormous quantities of this class of goods, for they would sell far in the interior, where nothing of the kind has yet been seen.

MODIFICATIONS OF CUSTOMS TARIFF IN JAPAN.

(British Board of Trade Journal.)

Respecting the passage by the Japanese Diet of a measure to amend the customs tariff and to prevent dumping [see *Weekly Bulletin* No. 865, page 620], the following statement shows the nature of the principal alterations of import duty affected by the measure. The revised rates of duty have been in force since August 1. Additions to the text of the former tariff headings are indicated by italic type.

[Yen (100 sen) = about 50 cents par value, and at present rates about 57½ cents; 100 kin = 132·277 pounds avoirdupois; litre = 0·22 gallon.]

Tariff No.	Articles.	Rate of Import duty. Former. Yen. Sen.	New. Yen. Sen.
		Per 100 litres.	Per 100 litres.
63	Beer, ale, porter and stout	12 00	16 40
64	Wines containing not more than 24 per cent by volume of pure alcohol having a specific gravity of 0·7947 at 15° C—		
	1. In bottles	40 00	47 80
	2. In other receptacles—		
	A. Containing not more than 14 per cent by volume of pure alcohol—		
	a. Containing not more than 1 gramme of sugar (grape sugar) in 100 c.c. at 15° C	15 00	22 80
	b. Other	20 00	27 80
	B. Other	30 00	37 08
65	Champagne and other sparkling wines	100 00	108 00
66	Alcoholic liquors, not otherwise provided for—		
	1. Containing not more than 7 per cent by volume of pure alcohol which has a specific gravity of 0·7947 at 15° C	20 00	27 80
	2. Other—		
	A. In bottle	110 00	124 00
	B. In other receptacles	60 00	73 90
	Note.—Those containing more than 50 per cent by volume of pure alcohol are subject to an additional duty at the rate of 1 yen 28 sen [formerly 1 yen] per 100 litres for every additional 1 per cent of pure alcohol.		
		per 100 kin.	
87 (1)	Shells of hawkbill tortoise—		
	A. Dorsal and marginal shells	134 00	Free.
	B. Other	16 70	Free.
ex 108	Beef tallow	0 80	Free.
133	Ergot of rye	14 30	Free.
137	Cloves	6 10	Free.
157	Salicylic acid *and acetylsalicylic acid*	11 60	35% ad val.
159	[Picric acid]—this item is deleted	[20% ad val.]	—
172	Salicylate of soda *and salicylate or soliotheobromine*	14 10	35% ad val.
		per litre.	per litre.
197	Alcohol	0 73	1 00
		per 100 kin.	
206	Antefebrin	11 00	35% ad val.
215	*Coal tar derivatives except carbolic acid, salicylic acid, bakelite and medicines and essences other than benzaldehyde, nitrobenzol and nitrotoluol*	—	35% ad val.
	[The heading formerly was—		
	Aniline salt or hydrochlorate of aniline	2 75	—
		per litre.	per litre.
ex 220	Alcoholic medicinal preparations	0 73	1 00
237	Artificial indigo—	per 100 kin.	
	1. Dry	0 00	20% ad val.
	2. Liquid or in paste	20% ad val.	
243	*Coal tar dyestuffs not otherwise provided for*	—	35% ad val.
	[The heading formerly was—		
	Alizarin dyes, aniline dyes and other coal tar dyes, not otherwise provided for	per 100 kin 7 00	—

MODIFICATIONS OF CUSTOMS TARIFF IN JAPAN.—*Continued.*

Tariff No.	Articles.	Rate of Import duty. Former. Yen. Sen. Per 100 litres.	New. Yen. Sen. Per 100 litres.
ex 435	Minerals and manufactures thereof, not otherwise provided for in the Japanese Tariff—		
	(1) Unworked	5% ad val.	Free.
	(2) Other—		
	A. Powdered or calcined	10% ad val.	Free.
459	Platinum, *iridium, osmium, palladium, rhodium, iridium, and ruthenium*	* per 100 kin.	Free.
464 (7)	Copper, waste or old, fit only for remanufacturing	1 30	Free.
465 (6)	Lead, waste or old, fit only for remanufacturing	0 30	Free.
466 (4)	Tin, waste or old, fit only for remanufacturing	5% ad val. per 100 kin.	Free.
471 (7)	Brass and bronze, waste or old, fit only for remanufacturing	2 25	Free.
736	Metal or wood working machinery, not otherwise provided for, including rolling machines, drawing machines, nail making machines, moulding machines, flanging machines, bending machines, riveting machines, each weighing not more than:—	per 100 kin.	per 100 kin.
	1. 25 kilogs	37 50	50 00
	2. 50 kilogs	22 50	30 00
	3. 100 kilogs	14 30	19 06⅔
	4. 250 kilogs	12 80	17 06⅔
	5. 500 kilogs	11 30	15 06⅔
	6. 1,000 kilogs	9 80	13 06⅔
	7. 2,500 kilogs	6 80	9 06⅔
	8. 5,000 kilogs	6 00	8 00
	9. 50,000 kilogs	3 80	5 06⅔
	10. Other	3 50	4 66⅔
644	Wheat bran	0 30	Free.
645	Rice bran	0 06	Free.

* 44 yen per kin for ingots, slabs, bars, plates and sheets of platinum; 193 yen per kin for platinum wire; and 5 per cent ad valorem for waste or old platinum fit only for remanufacturing.

FORESTS IN SWEDEN BETTER THAN FIFTY YEARS AGO.

(Pulp and Paper Magazine.)

If one were looking for evidence of what reforestation can accomplish in perpetuating the timber supplies against the drain of continued exploitation, he would probably be satisfied in going to Sweden, where, notwithstanding unabated encroachment on the timber, for commercial purposes, in their own manufactures and for export, the forests are in better condition to-day than they were fifty years ago.

In Sweden they have the greatest match factories in the world, and they are conspicuous in the manufacture of pulp and paper. They are also exporters of lumber to a very considerable extent. The forests being one of their greatest assets, they have given exceptional attention to their preservation and have developed a very intelligent and effective system of reforestation. Dr. W. E. Enright, of Westmount, Que., who has just returned from Scandinavia, observed that in one small province of Sweden alone twelve or thirteen times as many trees had been planted as in the whole of Canada. Any one cutting timber in Sweden must replant the area cut over, this practice being required by law. The result is that, although Sweden cuts and exports a great amount of timber, the forests are not only preserved but are in better condition to-day than they have ever been since modern encroachments have been made upon them.

INCREASED CUSTOMS DUTIES IN ARGENTINA.

Trade Commissioner B. S. Webb.

Buenos Aires, July 29, 1920.—A law, passed on June 30, 1920, provides for an all-round increase of 20 per cent in the official values which are allotted to merchandise as established by the Customs Tariff of Values for the purpose of collection of duties. This increase, of course, has the same effect as would be obtained by adding one-fifth to the existing percentages of duty. As the various laws now stand, the duties collectable on articles imported will be the percentage of duties fixed in the tariff of values, plus an additional 2 or 7 per cent on different classes of goods as determined by the law of 1918 (see table below). The total percentage is levied on the official valuation as fixed by the old tariff of values increased by 20 per cent. It is expected that a new tariff of values will be sanctioned consolidating the several increases in valuation and in the percentages of duty which have been made during recent years. The following table shows the percentages of duties now levied on the several classes of merchandise entering the Republic on the basis of the valuation fixed in the tariff values in 1896:—

Original ad valorem duties. 1906.	Additional duties. 1918.	Total per cent of duty now levied on increased fixed valuation.
5%	2%	7%
10%	2%	12%
20%	2%	22%
25%	7%	32%
40%	7%	47%
50%	7%	57%

Note.—Goods not listed pay 25 per cent of declared value which are not increased by 20 per cent.

The following is a translation of the new law affecting duties:—

MEMORANDUM ON ARGENTINE CUSTOMS TARIFF AS MODIFIED BY LAW NO. 11022 PROMULGATED ON JULY 6, 1920.

Article 1 establishes that during 1920 Law No. 4933 (December 20, 1905) and its complementary laws will be enforced with the following modifications:—

> Oak and cedar are eliminated from Par. 7 of Article 2 of Law No. 4933, which refers to goods on which an import duty of 15 per cent ad valorem is paid.
>
> Galvanized iron which according to article 4 of Law No. 10362 was subject to an import duty of 10 per cent ad valorem, is eliminated, and a duty of 25 per cent ad valorem specified in the Customs Tariff on the official valuation of 7 cents gold per kilogramme now increased by 20 per cent, or say on $0.084 per kilogramme, is now exacted.

Article 2 increases the Customs Tariff valuations on a number of items such as white lead, lead pipes, india-rubber goods, lead in sheets, lead ingots, grape-sugar or glucose, red lead, and mineral waters, and adds another item number to mineral waters; moreover the percentage rates of duty have been actually increased on the above with the exception of grape-sugar or glucose and mineral waters, but as the valuations of these items have been increased it means higher duties in these cases also.

All the items referred to are specified in the attached copy of the Law and translation.

Article 3 eliminates the payment of import duty of 5 per cent imposed by Law No. 10220 on materials imported free of duty, with certain exceptions, on gas oil, provided it is imported for the gas companies for making gas for lighting.

Article 4 establishes an increase of 20 per cent in the valuations specified in the Customs Tariff, which means that, with the exception of the few cases in which specific duties are paid, an all-round increase of 20 per cent in the duties is established.

LAW NO. 11022.

Art. 1.—Law No. 4933 and its complementary laws will be maintained during 1920 with the following modifications:—

"Art. 2, Par. 7. Oak and Cedar are suppressed. Law No. 4933."

"Art. 4 of Law 10362. Galvanized iron is suppressed."

Art. 2.—Tariff items Nos. 58, 932, 933, 934, 935, 1121, 1122, 1123, 1124, 1125, 1393, 1394, 2536, 2875, 2940, 2941, 2942, 2943, 2944, 2945, 2946, 2947, 3241, 3349, 3350 and 3351 of the Customs Tariff are modified as follows:—

Item No.	Tariff Classification.	Valuation. Arg. Gold. Pesos. Cts.	Percentage rate of duty.
58	White lead, including packing.. .. ..kg.	0.17	30%
	Pipes, Tubes, Hoses, Elbows or Flanges.		
932	Made of lead or zinc, with or without antimonium or tin alloy.. .. ..kg.	0.17	30%
933	Made of india-rubber, without cloth insertion ..kg.	1.30	30%
934	As above, with cloth insertion with or without wire protection.. .. ..kg.	0.90	30%
935	India rubber, in pieces, specially made for match boxes.. .. ..kg.	2.00	30%
	India-rubber.		
1121	In bands, for billiard tables .. ..kg.	2.00	30%
1122	Elastic rubber, manufactured in sheets, valves, belts, rope and mats.. .. ..kg.	1.30	30%
1123	As above, with cotton or metal insertion.. .. ..kg.	0.90	30%
1124	Manufactured in the form of horse shoes, rings, coach and cart tires, in strips for band saws, and others.. .. ..kg.	2.00	30%
1125	Manufactured in the form of automobile tires ..kg.	2.50	30%
	Lead.		
1393	Plates.. .. ..kg.	0.17	25%
1394	Ingots or bars.. .. ..kg.	0.14	25%
2536	Toys of vulcanized rubber or elastic.. .. ..kg.	1.50	30%
	Sugar.		
2875	Grape-sugar or glucose in general.. .. ..kg.	0.15	25%
	Rubber.		
2940	Purified or rubber elastic.. .. ..kg.	1.40	30%
2941	Vulcanized (English sheets and similar, black or red), bags, belts, fabrics, bandages, teats, trusses, syringes, bulbs, single or double for pulverizers, sponges, tubes of less than 5 millimetres diameter, and other articles not mentioned of medical application.. .. ..kg.	6.50	30%
2942	Urethal bougies or catheters.. .. ..each	0.20	30%
2943	As above, in tubes from 5 millimetres diameter, stoppers, teething rings, syringes, etc.. ..kg.	4.00	30%
2944	Lined or woven with cotton, linen or wool, for belts, stockings, bandages, and other articles of medical application.. .. ..kg.	6.50	30%
	silk, etc.. .. ..kg.	2.50	30%

Rubber.—Continued.

Item No.	Tariff Classification.	Valuation. Arg. Gold. Pesos. Cts. Tariff	Percentage rate of duty.
2945	Lined or woven with silk or silk mixture .. ..kg.	9.00	50%
2946	On cloth, such as mackintosh material, rubbered		
2947	Hardened (ebonite and similar material), in canulas, syringes, pessaries and any other article of medical application.. .. ..kg.	4.00	30%
3241	*Lead*—oxides (litharge) minium.... .. ..kg.	0.15	30%
3349	*Waters*—mineral, in general, bottles up to ¼ litre.. .. ..dozen	1.30	25%
3350	Bottles of more than ¼ up to ½ litre.. .. .. ..dozen	2.50	25%
3351	Bottles of more than ½ up to one litre.. .. ..dozen	3.00	25%
3351	Mineral, in casks, demijohns or (new) other containers.. .. ..litre	0.10	25%

Art. 3.—Gas oil imported exclusively for gas companies for making gas for lighting is exempted from the duty of 5 per cent established in Art. 2 of Law 10220.

Art. 4.—The tariff valuations are increased by 20 per cent.

Art. 5.—Communicate to the Executive Power.

The effect of the increased customs valuations on the landed cost of imported goods can be appreciated from the following examples of the high cost of clearing goods arriving by parcel post. Goods arriving in this way are subject to an additional duty of 25 per cent over and above that collected on the same class of goods when arriving as cargo on a ship's bill of lading. A dozen linen shirts are valued at $24 gold, now increased to $28.80, and are subject to 40 per cent duty plus an additional 7 per cent duty. A pro-forma liquidation note of the customs duties and import charges incurred would read as follows:—

	Gold.
Duties, 40 per cent..	$11 52
Additional, 7 per cent..	2 01
Additional, 25 per cent..	7 20
Statistical charges..	0 20
Warehousing..	0 48
Slingage..	0 98
	$22 39

The landed cost of one linen shirt is thus increased by $1.84 gold on account of customs and clearing charges only. A lady's dress, made of velvet, is valued at $100 gold, now increased to $120 gold. To clear such a dress through the customs the following charges will have to be paid:—

	Gold.
Duties..	$48 00
Additional, 7 per cent..	8 40
Additional, 25 per cent..	30 00
Warehousing..	0 98
Slingage..	1 96
Statistical charges..	0 40
	$89 74

INCREASED SCALE OF PORT DUES.

Law No. 11021, passed on the 30th of June, 1920, increases the amount of all port duties by 30 per cent. The following is a translation of the principal articles of the law in question:—

Art. 1. Law No. 10357 referring to lighthouse and buoy dues, (Laws 3666 and 10233); Health Visit, (Laws 3367 and 10233); Traction, (Law 1925); Port and Wharf, (Law 4926); Storage and Slingage (Laws 4928, 8878 and 10065), and Crane (Law 4932) dues will remain in force until 31st December, 1920, and all said dues will be collected in accordance with the tariffs specified therein, increased by 30 per cent.

IMPORTS INTO NEW ZEALAND, JANUARY TO JUNE, 1920.

TRADE COMMISSIONER W. A. BEDDOE.

Auckland, July 30, 1920.—Following are the values of the imports into New Zealand of some of the more important articles during the six months ended June 30, 1920, 1919:—

	1920. £	1919. £
Soft Goods—		
Apparel	943,009	673,597
Boots and shoes	529,491	213,400
Carpet and oilcloth	282,281	99,200
Drapery n.o.e.	159,920	123,911
Hats and caps	147,275	84,403
Hosiery	224,817	293,519
Millinery	79,313	52,289
Canvas piece-goods	100,996	122,484
Cotton piece-goods	1,228,807	1,760,523
Linen piece-goods	25,350	34,900
Silk piece-goods	336,633	299,417
Woollen piece-goods	896,124	262,809
Hardware—		
Cement	2,446	1,324
Hardware	313,333	178,118
Iron—bar, bolt, rod	181,213	31,268
Corrugated sheet	420,344	99,699
Fencing wire	104,856	114,657
Barbed wire	41,563	19,279
Pig and scrap	44,720	11,378
Pipes and fittings	168,573	179,042
Lead	33,645	17,283
Machinery—dairy	48,654	61,152
Agricultural	84,749	102,148
Electric	383,120	284,252
Engines, gas, etc.	38,788	31,231
Mining	13,800	10,365
Sewing	49,413	31,862
Nails	49,433	97,868
Railway and tram plant	157,707	51,371
Tin sheet and block	135,161	277,000
Tools	157,657	112,727
Foodstuffs—		
Confectionery	206,033	53,313
Fish, preserved	137,846	67,231
Fruit—dried	479,256	33,550
Fresh	91,731	56,135
Flour	8	221
Grain, unprepared	599,796	336,624
Jams, jellies, etc.	20,626	4,487
Milk, preserved	22,970	12,109
Onions	1,719	1,915
Pickles and sauces	16,016	5,632
Rice	71,805	22,791
Salt	66,368	64,918
Sugar	503,236	551,845
Beverages—		
Ale and stout	10,279	1,814
Spirits—whisky	436,956	189,087
Other	97,341	41,219
Wine	136,642	37,538
Cocoa, coffee, etc.	97,259	47,501
Tea	767,515	143,830
Miscellaneous—		
Bicycles (including motor)	115,005	41,761
Books, papers, music	221,630	136,617
Candles	15,186	17,289
Carbide of calcium	7,631	15,347
Coal	245,367	140,378
Cordage and twine	122,251	157,971

IMPORTS INTO NEW ZEALAND, ETC.—*Continued.*

Miscellaneous.—Con.	1920. £	1919. £
Cornsacks and woolpacks	115,465	221,720
Glass and glassware	185,834	128,839
China and earthenware	151,947	53,453
Furniture	36,020	19,745
Greases	8,435	10,477
India-rubber goods	34,189	23,107
Leather	353,387	110,537
Leather manufactures	108,399	57,363
Manures	192,336	96,494
Matches and vestas	21,775	10,430
Motor vehicles	1,282,123	380,286
Oils—benzine, etc.	730,119	339,991
Kerosene	128,976	44,643
Castor	8,235	1,486
Linseed	89,898	35,483
Turpentine	34,878	7,071
Other (specified)	102,582	118,120
Paints, colours, varnish	336,160	122,915
Paper—printing	132,399	167,273
Other	93,775	202,555
Pianos	57,862	18,071
Seeds, grass, clover	64,005	35,306
Stationery	104,478	104,178
Tobacco	378,887	379,484
Cigarettes	393,036	316,672
Cigars and snuff	30,731	1,018
Timber, hewn and sawn	229,833	68,543
Specie	33,235	208,896
Total all goods	24,198,674	15,876,502

COMPARISON OF AGGREGATES.

Following is a comparison of the aggregate of the different divisions of imports for the six months, 1920, 1919, 1918, 1917:—

	1920. £	1919. £	1918. £	1917. £
Soft goods	4,954,016	4,020,434	2,301,713	2,316,885
Hardware	2,429,175	1,712,024	867,586	974,924
Foodstuffs	2,217,410	1,210,771	1,067,404	834,772
Beverages	1,545,992	460,989	783,318	479,883
Miscellaneous	6,133,082	3,590,995	2,729,415	2,782,129
Other goods	6,885,764	4,672,393	3,683,515	3,040,593
Total goods	24,165,439	15,677,606	11,432,951	10,429,136
Specie	33,235	208,896	47,000	160,665
Grand totals	24,198,674	15,876,502	11,479,951	10,589,791

The total shows a very heavy increase, of over 50 per cent, on 1919, and is well over double 1918 or 1917, and each division shares in the growth.

A study of the figures will reveal which lines are chiefly responsible for the growth.

INTERESTING FLUCTUATIONS.

Following are the quantities of imports of several lines, the fluctuations in which are of interest:—

	1920.	1919.
Iron—bar bolt, rod ..tons.	7,646	1,041
Corrugated sheet ..cwt.	180,304	47,302
Barbed wire ..tons.	1,305	638
Fencing wire .. "	3,514	4,097
Pig and scrap .. "	4,337	1,270
Pipes and fittings .. "	3,692	4,856
Wire nails ..cwt.	28,929	47,701

INTERESTING FLUCTUATIONS.—*Continued.*

	1920.	1919.
Fish, preserved.....lbs.	2,690,377	1,545,907
Rice.....cwt.	28,036	26,434
Ale and stout.....gals.	23,131	4,488
Whisky..... "	338,498	173,047
Tea.....lbs.	9,853,326	3,544,472
Candles..... "	359,884	542,147
Matches.....gross.	34,260	42,749
Carbide of calcium.....tons.	291	564
Motor vehicles.....No.	6,194	2,238
Benzine, etc.....gals.	7,733,355	4,240,417
Kerosene..... "	2,085,080	1,096,287
Linseed oil..... "	171,738	99,197
Turpentine..... "	123,702	40,383
Leather.....lbs.	956,941	334,136
Printing paper.....cwt.	99,084	106,701
Pianos.....No.	993	368
Tobacco.....lbs.	1,457,390	1,820,602
Cigarettes..... "	656,104	704,841

BRITISH TRADE PROSPECTS.

Probable Trend of Prices.

The Association of British Chambers of Commerce recently arranged at the request of the British Board of Trade, to circularize individual chambers for answers to the following questions submitted:—

1. Are there as yet any indications of a recovery?

2. Is it the general impression of business men that the present slackness is merely a temporary phase and that the autumn will again see trade brisk or at any rate sufficiently good to keep all hands employed?

3. Is there anything to suggest that the prices of any group of commodities will appreciably decline?

Mr. A. J. Hobson, President of the Association of British Chambers of Commerce, in reply to a question regarding this questionnaire wrote the following letter:—

"In reply to your inquiry, I assume that the recovery referred to means from the recent slackness of trade. I attribute this slackness of trade very largely to the disorganization caused by the Budget proposals. Raising the Excess Profits Duty killed new enterprises, and although the Chancellor may get a bigger return from the 60 per cent Excess Profits Duty than if he had left it at 40 per cent I should be inclined to attribute such better return to more buoyancy in the first six months of this year's trade, and to say that the next six months would have paid him quite as well if he had left the duty at 40 per cent.

"At present I do not see any signs of recovery but many signs of future contraction in trade. Values of raw materials are still very high, but the prospects of a fall appear to be sufficiently in view that traders are not ordering goods at present owing to their anticipation of lower prices. The world is short of commodities, but is no longer willing, and in some cases, owing to the fall in the exchange, is no longer able to pay the prices demanded for English goods. Wages will have to come down and when a lower range of prices has been established there will probably be a revival in demand.

"With reference to question No. 3 I am informed on good authority that production in the boot and shoe trade has outrun the home demand and that there is little foreign demand at present prices, and that manufacturers are getting overstocked with these goods. The same comments apply to the hosiery trade.

"It is difficult to forecast prices of raw materials, but the fact that the demand for them is slackening is evidence that there will be a general decline in the near future."

The *London Times Trade Supplement* of August 7 publishes the following summary of the replies to the questionnaire:—

GENERAL CONDITIONS.

London reports that, generally speaking, the indications of recovery are not apparent, even if allowances are made for the holiday season. The uncertainty of the financial and economic position has adversely affected trade in London, and also the development of transactions with overseas countries. The possible improvement of business in the autumn is a matter of hope rather than confident anticipation. Even in normal times the present period is about the worst time of the year for forming an opinion as to the immediate trade outlook and prospects. This year there are various considerations of international, political, financial, and industrial importance, which involve unusual caution in estimating trade activity and employment. Apart from such commodities as have already shown declining prices, there are indications of an early fall in the prices of other groups of commodities, due to excessive supplies, which owing to shortage of available capital must be realized. The recent disposition of the public to confine their purchases to absolute essentials, as a protest against high prices, is becoming accentuated and may lead to further contraction of consumption.

TEXTILES.

Some authorities at Manchester consider that a recovery in the cotton trade will come immediately. The general impression is that the present slackness is merely temporary, the result probably of anxiety early in the year with regard to a possible war wealth levy, and the Government financial policy generally, together with high prices and shortness of money. The cotton trade should be able to find work for all trained operatives. It is not expected that prices will decline to any great extent.

The cotton mills in the Oldham district are fully employed. The demand has been rather slack for the last few months, but it is now improving, and there is every prospect of a full output, at any rate for some months. The engineering and textile machinery trades are busy, but labour troubles are a great source of anxiety. Production is much below that of pre-war days.

There are not at present any indications of a recovery at Nottingham. Still, the opinion of local business men is that the present slackness is merely temporary, and that the autumn will see a recovery.

No recovery is expected by the Huddersfield woollen and worsted trades. At the present time employment is fairly good, but few orders are coming in. Several firms are already on short time, and unless business improves this will be accentuated. A great factor is the present wages dispute in the textile trade. There will be no immediate decline in prices of worsted goods owing to goods for the next spring season having been made out of material at the late high prices.

At Keighley trade is slack and the outlook dull. A strike is threatened, and the employers will probably declare a lockout. Employees have demanded a 40 per cent increase and refused an offer of a 26 per cent advance. There has been a general cancelling of foreign and colonial orders. Manufacturers and spinners have large stocks on hand, and if these have to be liquidated there will be a fall in prices. The Government's "wool" policy is blamed for the fall in wool prices, a primary cause of the unsettled state of the trade, and a contributing feature is the attitude of the banks forcing liquidation of stocks on a falling market. In the engineering trade of this district the outlook is bad, through large cancellations of foreign orders, attributed to exchange difficulties and the appearance of Germany in the market, while the attitude of the banks is severely blamed. The Excess Profits Duty is regarded as a severe blow to industry.

The Luton hat industry shows no sign of recovery at present, and it is added that as values of raw materials have not depreciated so greatly as in some other trades no decline in hat prices is anticipated.

STEEL AND ENGINEERING.

The indications at Sheffield are of a further decline. Costs do not warrant any assumption of a decline in prices in any group of commodities. It is regarded as possible, however, that industry is on the verge of cut-throat competition in certain lines, in view of the absolute necessity which many companies feel of filling their order-books and keeping going, in view of their financial obligations.

The general opinion at Barrow-in-Furness is that, even if there is no coal strike, there will be trade depression at least for a period. The surprising statement is added that many men are being paid off and are going to the United States.

It is reported from Derby that, while the engineering trade continues to be busy, there is an increasing slackness in the textile branch.

At Ipswich it is considered that the slackness is not of a temporary nature and that the autumn will not see the trade any brisker than it is now. Traders are not desirous of increasing their business owing to more capital having to be employed while the Excess Profits Tax stands so high. There is nothing to suggest that the prices of any groups of commodities will appreciably decline while the present high wages are paid to employees. The new railway rates are having a great effect on the cost of production.

THE MIDLANDS.

Birmingham reports that, whereas during the latter months of last year trade generally was good, there is a serious tendency for it to fall away at the present time, especially in the home markets. In the case of some of the principal foreign markets a good many orders have been cancelled, and in both the home and export trades there is an appreciable slackening of new inquiries. Birmingham manufacturers complain of the growing tightness of money and the restriction of credit, which, combined with the heavy payments made for excess profits, seriously restrict their operations. No hope is held out of any early and appreciable decline in the prices of Birmingham commodities. The difficulties in the motor industry are having an effect on the motor trade and the trades allied with it. On the whole, however, most of the works are well employed and likely to be so for some months to come. There is the greatest difficulty in getting any reliable information as to the probable trend of prices towards the autumn. There are those who think there must be an increasing demand in the autumn, and those who think the various factors mentioned will tend to lower prices.

On the other hand, another report states that there is really nothing in the present condition of the heavy trades of the Dudley and South Staffordshire district which can be said to need recovery; the volume of trade is still good. Unprecedentedly high prices, coupled with political anxieties, have produced a certain amount of nervousness and consequent extreme caution in buying, but the volume of business still in hand is large.

OUTLOOK AT THE PORTS.

At Liverpool there is growing slackness in the shipbuilding industry, and a considerable reduction has taken place in the number of men employed in certain shipyards. The general opinion is that, with the restricted output of the men and the constant demands for increased wages, work is likely to become less rather than more.

The report from Grimsby is that there are no immediate indications of recovery, which, it is stated, is dependent on the attitude of labour.

There are no indications of a recovery at Hull. There is a general feeling of pessimism about the future of trade. Many think the present slackness will be much worse before it is better. It is felt that trade will not be brisk again until there is

some guarantee that further increases of wages will not be demanded. So far as the trade of Hull is concerned, there has been an appreciable decline in prices since the beginning of the year.

An optimistic view is taken at Newcastle-on-Tyne. Most trades there are very well occupied at the present moment, and if there was more export coal the city would be very prosperous. Such slackness as there is at present is entirely due to the labour position.

It is suggested from Newport (Mon.) that the natural tendency towards a rapid recovery is restrained by political mismanagement. This is said to be so pronounced that everything now points to a severe slump and serious unemployment.

Southampton reports that there are no indications of recovery.

SCOTLAND.

The view of the South of Scotland Chamber of Commerce is that in the hosiery trade there are indications of a recovery in trade. Customers seem to have run short of certain goods and they are having to repeat them. It is anticipated that the benefit of this will be reaped in orders for next spring. These indications, it is added, are not very strong, but they are certainly there. Prices are not likely to decline appreciably. There is a fall in the price of wool, undoubtedly, but spinners are well employed and do not need to reduce prices seriously yet. On the other hand, there are apparently to be appreciable increases in labour costs, and the increased rate for freights, as well as provision for a higher rate of E.P.D., are all bound to exercise an influence in raising prices again. In regard to the tweed trade, however, the view is that business will not recover as quickly as most manufacturers or merchants seem to think. All the manufacturers are full up with orders until April, 1921, some probably going beyond that date, but the merchants all over the world are doing no business. There is no reason for any appreciable decline in prices, at any rate not for the next six or eight months, if then.

Dundee is frankly pessimistic. The lull in the jute trade, it is stated, cannot be said to be a temporary phase, as the competition of Calcutta is being felt more and more. It is generally expected that a decline in production will take place, which may have the effect of cheapening commodities. The general situation in the jute trade is—business is extremely slack except in linoleum hessians, and after the end of September the majority of spinners and manufacturers will either be putting off machinery or putting their production into stock, unless orders are given out in the meantime.

Edinburgh attributes a great deal of the depression in trade to the unsatisfactory position of the coal trade. There can, in its view, be no general recovery until the coal mines are decontrolled. Failing an increase in coal output the general trade of the country will be ruined entirely.

REPORT OF THE EMPIRE FLAX GROWING COMMITTEE ON SUBSTITUTES FOR FLAX.

The report to the Board of Trade of the Empire Flax Growing Committee on Substitutes for Flax, of which Lord Colwyn was Chairman, and Mr. W. L. Griffith the Canadian representative, is as follows:—

TERMS OF REFERENCE.

The Empire Flax Growing Committee was originally appointed by the President of the Board of Trade on the 25th February, 1918, to investigate in all its bearings the question of increasing the supply of flax in the British Empire. An Interim Report dealing with the general position of the flax supply in the United Kingdom and in the Empire was presented to the President of the Board of Trade on the 7th

May, 1919. Subsequently, the terms of reference to the Committee were extended so as to read "to investigate in all its bearings the question of increasing the supply of flax in the British Empire and the extent to which other fibres could be used to supplement or in substitution of that supply." The Committee has now investigated the question of substitutes for flax and the present report is designed to deal only with this question. Hard fibres such as sisal have not been considered as they are entirely unsuitable for use in place of flax or in combination with it.

JUTE AND RAMIE.

The Committee did not think it necessary to go into the question of jute supplies to any great extent. Jute can be, and is being used with success in the coarser end of the Scottish flax trade and will no doubt be freely so used whenever the supplies of flax are short. It is, however, unsuitable for use in the finer end of the Scottish trade or in the Belfast Wet Spinning Trade.

The fibre known as Ramie is produced by the plant *Boehmeria nivea* or China grass grown in China and in India under the name of *Rhea*. The plant is also grown in Malay. The Malayan plant exhibits certain marked differences from the Chinese type, and is usually regarded as a distinct variety, *Boehmeria nivea* var. *tenacissima*. The fibre ramie is well known for its use in the manufacture of gas mantle fabric, for which it is the most suitable material yet found. Ramie is grown in almost unlimited quantities throughout equatorial Africa, in India and China, though the finest qualities come from China. In China ramie grows wild in large quantities, and is also cultivated in small plots by the peasants. As far as the actual supply of the plant is concerned, the quantity appears to be far in excess of any possible requirements. The preparation of the fibre for spinning is, however, a long and complicated process. The two main stages in preparation are decortication and degumming. The decorticating, or removal of the outer bark is done in China and is entirely a hand process. The stems are soaked in water and the bark is then scraped off by the natives with the fingers. It is in the decorticated state that the stems are imported into this country. Decorticating by hand is a very labourious process and would be a very expensive one unless labour were exceedingly cheap. The invention of some mechanical means of decorticating would be essential to the development of a large ramie industry, and bears some analogy to the perfection of a satisfactory pulling machine in the flax industry.

The man difficulty in preparing ramie for spinning is the elimination of a gum which holds the fibres together. For many years the discovery of a satisfactory process of degumming has puzzled textile investigators, but before the war a considerable measure of success had been attained in Germany, notably at Emmendingen, where large quantities of ramie yarn were produced. This process, which is a secret one, has been successfully transferred to England, and ramie yarns of very good quality are now being produced by a firm in Yorkshire, and by other spinners. Their output is almost entirely devoted to the making of gas mantle fabric. A bacterial system of degumming ramie has been discovered by Professor Rossi of Naples, and his results are said to be satisfactory.

As a fibre ramie has great tensile strength and possesses the special advantages of not rotting when exposed to weather or immersed in water. It can be bleached to a very pure white and takes dyes readily, though so far it has been found that it tends to lose its colour quickly when dyed. It has, however, been urged that with the exercise of special care it could be dyed successfully, and one witness suggested that if it were dyed in a vacuum the tendency to lose colour might be overcome.

Ramie can be and has been spun in fine counts. The fibre has, however, little elasticity and breaks easily when used in the warp. It is used for making fishing nets and for various other purposes besides the making of gas mantle fabric, though this

is by far the most important purpose to which it is at present put. Its absorbent properties are great, and it would appear to be suitable for the manufacture of surgical bandages.

It appears from information supplied to the Committee that ramie is used to a considerable extent in the textile trade, though the users are somewhat chary of admitting the fact. In Germany it has been used successfully for the manufacture of underclothing, and there appears no reason why it should not be put to that purpose in England. There is little doubt that it could be used as a substitute for flax to a much larger extent than at present. One objection which has been brought against it for use in the finer ends of the linen trade is that when folded it tends to crack and would not therefore be suitable as a substitute for flax for such articles as linen collars, cuffs, etc., and it is also doubtful whether it would wear well if used for making table-cloths, sheets and similar articles. Its appearance when used for the manufacture of such articles is excellent.

There is no outstanding difficulty in spinning ramie, the difficulties all lie in its preparation for the mill. As indicated above decorticating is at present done entirely by hand it is a long and costly process, and would prove a very great handicap were the use of ramie developed to any large extent. The problem of degumming seems to have been successfully solved, though, as already mentioned, the process is still a secret one. The supply of ramie in this country is not at present large and it has been stated that an order for 1,000 tons at one time would have a marked effect on prices. There is, however, an almost unlimited supply of raw material to be drawn upon. The price to-day ranges between £120 and £150 a ton as compared with £40 to £80 before the war.

ITALIAN HEMP.

The Committee has come to the conclusion that there are considerable possibilities for the use of Italian hemp in the linen trade. There are supplies available of hemp grown in Italy where the best methods of production have been studied with excellent results as regards yield and quality. The price in February, 1920, ranged at about £220 to £350 per ton for dressed and hackled Italian hemp; raw hemp ranging from £120 to £160 per ton. It is grown mostly in the districts round Naples on the alluvial soils at the foot of Mount Vesvius and also the Bologna and Ferra district. It is capable of producing a fine yarn and has been spun up to 80 or 100 lea, though this must be regarded as exceptional. It has been found possible, however, in Belfast to spin it successfully up to 35 lea on a commercial scale. Italian hemp is at present used mostly for twine, but it appears possible that with due care and experiment it could be used for the manufacture of much finer yarns. The Committee is informed that the finest qualities of Italian hemp have never so far reached this country. Before the war the very finest hemp was taken by Germany; it was brought in small quantities from districts which were known to produce specially fine qualities and was sent to Germany without any special mark. It was in many cases bought mixed with coarser grades and carefully selected after arrival at the mills, the best qualities being retained for the production of fine yarns and the coarser qualities being turned over to the manufacturers of twine and coarse materials.

Much of the difficulty experienced by spinners in the United Kingdom appears to be due to the fact that Italian hemp must be properly softened if it is to be successfully used. The exact effect of the softening process does not appear yet to have been determined, but experiments seem to prove that hemp could only be a satisfactory substitute for flax when the softening process has been thoroughly carried out. One machine which was said to be the most successful for its purpose was described by a witness. It was made in Germany and was composed of a concrete bed on which were two stone rollers revolving on a swivel and rotating very rapidly. The hemp was placed on the concrete bed and the rollers passed over it until it was quite hot. The other method of softening by passing Italian hemp through fluted rollers is well known

It is difficult to determine if the heating is the active agent in producing softening, but it would appear likely that this is so since hemp which has been crushed without heat is not so satisfactory for spinning purposes. This question of softening still requires experiments and investigation before its workings can be thoroughly understood.

Italian hemp yarn owing to its lack of elasticity tends to break when used as a warp even when blended with flax.

It is estimated that the total crop in Bologna and Ferrara is about 60,000 tons, of which between 5,000 and 10,000 tons is of the best quality. In Naples, the total crop reaches about 30,000 tons, out of which the best quality would amount to some 3,000 to 5,000 tons. At the present time, although this country is getting a share of the high grade Naples hemp, it is doubtful whether the best Bologna hemp is coming to England. The total Italian crop this year is estimated to reach about 100,000 tons, of which it is said that roughly one-half is available for export. This amount might be increased if mechanical work in the preparation of the hemp were increased. With regard to the use of hemp instead of flax for the manufacture of ropes and other heavy articles there does not seem to be any difficulty at all, and it has been stated that there has been no shortage of raw material in this branch of the trade either during or since the war.

As far as the coarse and medium numbers in the linen trade are concerned, it seems undoubted that more use might be made of the better grades of hemp. It would, however, at present be necessary for spinners to buy hand-dressed, or what might be called half-dressed hemps and treat them as though they were raw flax, putting them through all the processes preliminary to spinning.

OTHER HEMPS.

Spanish Hemp, of which there is a very large crop, is irregular and unreliable. It is the same fibre (*Ganabis Sativa*) as Italian Hemp, but it is of inferior quality.

Hungarian Hemp is at present being used in considerable quantities in Jugo Slavia, and is being exported from there to France. This hemp was usually grown either from the child or grandchild of Italian hemp, but since the war it is understood that no Italian seed has been available. The quality of Hungarian hemp now being delivered, however, is regarded as being satisfactory, and it can certainly be used as a substitute for flax. It has never, however, been imported into this country in large quantities.

China Hemp.—The demand for this is limited, and the processes of preparing it for spinning have not yet been perfected. It can, however, without doubt be used as a substitute for flax in the coarser end of the trade.

Russian Hemp.—It may generally be said that it can be used as a substitute for flax equally with Italian, but in most cases it does not require to be softened.

The committee did not take much evidence on this subject, as if Russian hemp can be obtained, Russian flax would also be obtainable.

American Hemp can also to some extent be used as a substitute for flax, but it is not so suitable as Italian hemp or Russian hemp. It is said that the crop of American hemp will reach on a conservative estimate about 20,000 tons this year, and this does not include the Kentucky crop, which is subject to great fluctuations.

America still imports a certain quantity of Italian hemp, which goes to prove that American hemp cannot be used for all the purposes to which Italian hemp is put.

NETTLE AND OTHER FIBRES.

Much has been said about the use of nettle fibre in Germany for textile manufacture. It may be assumed that the experiments made in Germany were not very successful as little is heard of the use of nettle fibre to-day. It should also be remembered that the difficulties of cultivating the nettle would probably be as great as

those of cultivating flax, and it would seem better to extend and improve the cultivation of a plant with which we are already familiar rather than to develop a new plant industry, unless it appears to present very marked advantages. This cannot be claimed for the nettle.

A fibre named "Tucum" which is little known, has been experimented with; it is very strong and easily worked, but as the quantity obtainable is unknown it cannot at present be considered a practical substitute for flax.

There are a number of other fibres capable of being spun as substitutes for flax to a limited extent.

CONCLUSIONS.

The general conclusion to which the committee has come is that while for a number of the purposes for which flax is employed substitutes exist, which come into use whenever the supply of flax is deficient or the price high, none of these substitutes can satisfactorily replace flax in the manufacture of fine linens, damasks and similar articles. It would seem probable that further investigation will enable a still greater use to be made of flax substitutes, but regarding the question from the point of view of the linen trade and of the users of linen, we are of opinion that the problem presented by flax substitutes may be left to the enterprise of those who produce or use them.

As we have already indicated in our Interim Report, the solution of the difficulties now confronting manufacturers and users of linen must, in our opinion, be sought by extending the cultivation of flax.

FLAX GROWING PLANS IN GERMANY.

(London Times Trade Supplement.)

The German linen industry—both spinning and weaving—has been severely affected by the dearth of flax, and energetic preparations are being made to increase its production. These plans have already taken shape in Central Germany, where the large weavers are interesting themselves in establishing new flax mills. In 1919 the area under flax cultivation amounted to 172,000 acres, but this has since extended, and an increase in the crop by approximately 9,200 tons annually is expected.

Before the war Germany imported about 71,500 tons of flax, out of which total nearly 90 per cent came from Russia. To this should be added another 20,000 tons of oakum, most of which was purchased from Russia, Austria-Hungary, Belgium, and Holland. Approximately 16,000 tons of flax yarns were also imported, chiefly from Austria and Belgium.

The Association of German Flax Dealers has formed a company at Breslau with a view to organizing the sales distribution of flax and hemp, both at home and abroad, and establishing a clearing centre for flax and hemp supplies. It is safe to assume that the new company has been inaugurated in order to compete with the Bastfaser Kontor G.m.b.H. (Bastfibre Company, Limited) and other organizations engaged in trade with Russia and the border States. The Bastfaser Kontor is an enterprise initiated by the industry and counts among its members some leading flax merchants. It has hitherto exercised a practical monopoly in the flax trade.

CANADA AND BRITISH AGENCIES.

(London Times Trade Supplement.)

In the interests of inter-Imperial trade a plea comes from business firms in Canada that British manufacturers should discontinue the policy of placing Canadian agencies with New York houses. The practice, it is said, is still general, and from correspondence which has reached us it is apparent that Canadian importers and exporters consider that it is quite unnecessary and inflicts a great hardship upon them. Many cases are quoted of manufacturers having just established, or intending to establish, agents in New York or some other prominent United States city, giving to such agents the Canadian selling rights. Canadian firms contend that they are quite able to handle the business in view of Canada's shipping facilities and other favourable trade factors. They add that present conditions warrant a change of policy on the part of British manufacturers, and that the people in Canada would prefer to purchase British goods direct. A good deal of sympathy will be felt with this plea of the Canadian merchant, and there is little doubt that the custom of appointing New York agents is not due to any settled policy of ignoring the Canadian importer, but to the lack of appreciation on the part of many of our manufacturers of important considerations of sentiment, and even of geography. The habit of regarding the whole of North America as one entity is hard to eradicate, and a recognition of the true facts would no doubt quickly induce our manufacturers to open agencies in Canada as well as in the United States, particularly in regard to the Pacific coast. The present state of the trade balances of the three countries concerned is an additional reason for dealing direct with Canada.

JAPANESE OVERTRADING CAUSE OF FINANCIAL COLLAPSE.

(London Times Trade Supplement.)

A Tokio merchant, head of an old-established foreign house, in discussing the effect of the decision of the bankers to stop credits, said it was time the banker's ideas of the merchant underwent a change, and advanced the view that the banker should make it a point to know more of his customer, to know something of his customer's business, and to act in accordance with this knowledge, and not, in time of crisis, apply the emergency brake to all and sundry.

As to the results of the present era of depression, dating from the disastrous slump on the exchanges about the middle of March, by far the most noteworthy and significant is the Government assistance extended to the brokers of the Tokio Stock Exchange and the 74th Bank at Yokohama.

It is stated that eighty millions of yen—at present exchange, say, a hundred million pounds sterling—have been or are to be advanced to the Brokers' Syndicate and the 74th Bank. It is, of course, a very old practice for the Government to help in this way, and much may be said for it, but interest attaches to the modern business view that is gaining ground in Japan that such official aid is really pernicious in its effect upon the public mind. A director of one of the leading independent banks of Tokio pointed out that the brokers were already clamouring for more assistance, although it was understood the advance to the syndicate would be sufficient to enable them to tide over their difficulties.

But while the merchant criticises the banker, the banker retorts with the charge that the merchant has overtraded and that his securities have much decreased in value. Both sides are in agreement in their criticism of the Government for its optimistic attitude and failure to attempt to check the increase of prices.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in Western Division and at Public Elevators in the East; also U.S. Atlantic Seaboard Ports.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending September 3, 1920.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C. P. R.	48,557	12,026	25,837	.....	9,411	95,831
Empire Elevator Co.	Now operating under a Private Terminal Elevator license.					
Consolidated Elevator Co.	11,887	12,526	8,860	94,210	772	128,255
Ogilvie Flour Mills Co.	26,645	5,235	14,465	.....	4,074	50,419
Western Terminal Elevator Co.	23,109	10,199	3,071	23,071	.....	59,449
G. T. Pacific	29,127	17,472	10,950	32,698	1,119	91,366
Grain Growers' Grain Co.	66,711	4,627	24,503	.....	920	96,761
Fort William Elevator Co.	23,422	7,210	22,319	16,224	2,727	71,902
Eastern Terminal Elevator Co.			Closed.			
Northwestern Elevator Co.	113,907	15,227	25,213	44	1,134	155,525
Port Arthur—						
Port Arthur Elevator Co.	38,813	4,860	13,194	9,714	3,085	69,666
Sask. Co-op. Elevator Co.	*8,741	6,119	*1,161	113,987	487	110,691
Canadian Government Elevator	156,345	51,936	12,059	89,902	1,554	311,796
Thunder Bay	Now operating under a Private Terminal Elevator license.					
Davidson and Smith	8,071	2,848	1,066	.....	423	12,408
Eastern—Richardson	34	*3,478	*7,259	8,879	*135	*1,959
Total Public Terminal Elevators	537,887	146,807	153,117	388,728	25,571	1,252,110
Total Private Terminal Elevators	218,318	62,959	41,796	7,219	1,092	331,384
Saskatoon Can. Govt. Elevator		Figures not received.				
Moosejaw Can. Govt. Elevator		"	"	"		
Calgary Can. Govt. Elevator		"	"	"		
Vancouver, Can. Govt. Elevator		"	"	"		
Total Interior Terminal Elevators	172,547	46,979	5,766	9,047	9,498	243,837
Depot Harbour			None in store.			
Midland—						
Aberdeen Elevator Co.	11,600	.....	.....	.....	.....	11,600
Midland Elevator Co.			None in store.			
Tiffin, G.T.P.	285,762	.....	.....	.....	.....	285,762
Port McNicoll	1,656,882	200	.....	.....	.....	1,657,082
Collingwood	.....	.....	.....	.....	.....	–
Goderich—						
Elevator and Transit Co.	56,520	6,602	1,294	.....	.....	64,416
West. Can. Flour Mills Co., Ltd.	10,180	.....	.....	.....	.....	10,180
Toronto—						
Campbell Flour Mills Co.	4,889	.....	.....	.....	.....	6,711
Kingston—		1,882	.....	.....	.....	–
Montreal Transportation Co.	.....	.....	.....	.....	.....	
Commercial Elevator Co.			None in store.			
Port Colborne Dom. Govt. Elevator	.....	.....	.....	.....	.....	–
" Maple Leaf Milling Co., Ltd.			Not reported.			
Prescott	.....	.....	.....	.....	.....	–
Montreal—						
Harbour Commissioners Nos. 1 & 2	1,385,913	135,457	260,963	21,629	.....	1,803,962
Montreal Warehousing Co.	1,446,476	8,828	49,923	.....	.....	1,505,227
Ogilvie Flour Mills Co.			None in store.			
Quebec Harbour Commissioners	.....	15,516	.....	.....	.....	15,516
West St. John, N.B., C.P.R.			None in store.			
St. John, N.B., Can. Nat. Rys.			" "			
Halifax, N.S., " "			" "			
Total Public Elevators	4,858,222	168,425	812,180	21,629	.....	5,360,456
Total Country Elevators			Not available.			
U.S. Atlantic Seaboard Ports—						
Portland, Maine			Not operating.			
Baltimore, Maryland	.....	.....	.....	.....	9,064	9,064
Total U.S. Atlantic Seaboard Ports	.....	.....	.....	.....	9,064	9,064
Total quantity in store	5,786,974	425,170	512,859	426,623	45,225	7,196,851

*Overshipped.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Public Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East, for the week ending September 3, 1920.

Grades.	Account Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard		3,673			3,673
No. 1 Northern		212,626	102,670	2,490,262	2,805,55
No. 2 "		58,449	17,249	1,345,086	1,420,784
No. 3 "		*14.141	46,913	466,834	499,606
No. 4 Wheat		35,743	24	96,528	132,295
No. 5 "		5,316	71	69,420	74,807
No. 6 "		5,728	80		5,808
Other		230,493	5,540	390,092	626,125
Totals		537,887	172,547	4,858,222	5,568,656
Oats—					
No. 1 C.W.					–
No. 2 "		27,496	305	23,637	51,438
No. 3 "		31,839	8,177	70,295	110,311
Ex. No. 1 Feed		13,100	5,295	2,809	21,204
No. 1 Feed		18,321	6,534	16,416	41,271
No. 2 "		16,768	14,778	26,414	57,960
Other		39,283	11,890	28,854	80,027
Totals		146,807	46,979	168,425	362,211
Barley—					
No. 3 extra C.W		1,325			1,325
No. 3 C.W.		48,212	3,870	149,686	201,768
No. 4 "		67,170	1,445	89,415	158,030
Feed		16,585	381	15,478	32,444
Rejected		15,085	70	46,411	61,566
Other		4,740		11,190	15,930
Totals		153,117	5,766	312,180	471,063
Flax—					
No. 1 Northwestern Canada		154,371			154,371
No. 2 C.W.		59,837	1,425		61,262
No. 3 "		90,868	5,933	11,204	108,005
Rejected			508	10,425	10,933
Other		83,652	1,181		84,833
Totals		388,728	9,047	21,629	419,404
Rye—					
No. 1 C.W.		5,509			5,509
No. 2 "		12,471	9,388		21,859
No. 3 "					–
No Grade		886			886
Rejected		*409	34		*375
Other		7,114	76		7,190
Totals		25,571	9,498		35,069
Total quantity in store		1,252,110	243,837	5,360,456	6,856,403

*Overshipped.

Quantity of Wheat and other Grain in store at Public Terminal Elevators, Private Terminal Elevators, Interior Terminal Elevators, Country Elevators, U.S. Atlantic Seaboard Ports and Public Elevators in the East, on September 3, 1920, with comparisons for five years.

—	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
September 3, 1920—			
Public Terminal Elevators	537,887	714,223	1,252,110
Private " "	218,318	113,066	331,384
Interior " "	172,547	71,290	243,837
Country Elevators	Figures not received.		
U.S. Atlantic Seaboard Ports		9,064	9,064
Public Elevators in the East	4,858,222	502,234	5,360,456
Total	5,786,974	1,409,877	7,196,851
September 5 ,1919—			
Public Terminal Elevators	1,271,680	1,490,244	2,761,924
Interior " "	8,550	169,562	178,112
Public Elevators in the East	1,491,247	2,289,001	3,780,248
Total	2,771,477	3,948,807	7,620,284
September 6, 1918—			
Public Terminal Elevators	* 136,396	3,256,909	3,120,513
Interior " "	59,262	179,783	239,045
Public Elevators in the East	571,805	2,260,006	2,831,811
Total	494,671	5,696,698	6,191,369
September 7, 1917—			
Public Terminal Elevators	888,455	3,775,124	4,663,579
Interior " "	182,464	93,558	276,022
Public Elevators in the East	1,533,249	1,121,087	2,654,336
Total	2,604,168	4,989,769	7,593,937
September 8, 1916—			
Public Terminal Elevators	5,036,399	4,881,639	9,918,038
Interior " "	368,415	93,181	461,596
Public Elevators in the East	7,670,056	8,562,914	16,232,970
Total	13,074,870	13,537,734	26,612,604
September 9, 1915—			
Public Terminal Elevators	1,935,519	1,330,117	3,265,636
Interior " "	18,791	1,089	19,880
Public Elevators in the East	948,308	482,513	1,430,821
Total	2,902,618	1,813,719	4,716,337

*Wheat overshipped.

Receipts and Shipments of the different kinds of Canadian Grain at the Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in the Western Division, and Public Elevators in the East; also United States Atlantic Seaboard Ports for the week ending September 3, 1920.

PUBLIC TERMINAL ELEVATORS.

		Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Receipts	Rail	440,417	13,129	105,731	2,714	7,078	.....	569,069
Shipments	Vessel	830,931	5,155	46,100	56,951	35,168	.....	974,305
	Rail	29,785	57,963	46,662	2,489	.....	.....	136,899

PRIVATE TERMINAL ELEVATORS.

Receipts	Rail	325,072	46,415	45,081	.....	860	.....	417,428
Shipments	Vessel	150,988	.....	.....	.....	1,054	.....	152,042
	Rail	52,722	81,974	27,010	.....	1,060	.....	162,766

INTERIOR TERMINAL ELEVATORS.

Receipts	Rail	3,280	6,322	.....	747	11,224	.....	21,573
Shipments	Rail	379,402	3,858	2,064	5,113	3,928	.....	394,365

COUNTRY ELEVATORS, WESTERN DIVISION.

Receipts	Rail	Not available.
Shipments	Rail	

PUBLIC ELEVATORS IN THE EAST.

GEORGIAN BAY PORTS.

Receipts	Vessel	1,631,657	.....	69,471	.....	.....	.....	1,701,128
Shipments	Rail	1,219,446	11,661	69,471	.....	.....	.....	1,300,578

LOWER LAKE PORTS.

Receipts	Vessel	.....	.....	.....	.....	.....	.....	
	Rail	11,475	4,022	.....	.....	.....	.....	15,497
Shipments	Vessel	.....	.....	.....	.....	.....	.....	
	Rail	14,300	4,055	.....	.....	.....	.....	18,355

ST. LAWRENCE PORTS.

Receipts	Vessel	127,199	34,840	65,162	.....	.....	.....	227,201
	Rail	815,544	28,043	1,241	.....	.....	.....	844,828
Shipments	Vessel	648,557	37,647	90,880	.....	.....	.....	777,084
	Rail	99,914	85,217	645	.....	.....	.....	185,776

SEABOARD PORTS.

Receipts	Rail	.....	.....	.....	.....	.....	.....	—
Shipments	Vessel	.....	.....	.....	.....	.....	.....	—

TOTAL, PUBLIC ELEVATORS IN THE EAST.

Receipts	Vessel	1,758,856	34,840	134,633	.....	.....	.....	1,928,329
	Rail	827,019	32,065	1,241	.....	.....	.....	860,325
Shipments	Vessel	648,557	37,647	90,880	.....	.....	.....	777,084
	Rail	1,333,660	100,933	70,116	.....	.....	.....	1,504,709

U.S. ATLANTIC SEABOARD PORTS.

Receipts	Rail	.....	.....	.....	.....	3,402	.....	3,402
Shipments	Vessel	.....	.....	.....	.....	.....	.....	

Preliminary Statement of Grains ground and Products produced therefrom in Eastern Canada, Western Canada, together with amount for the Dominion of Canada for the month of July, 1920.

Grain.	Eastern Division. Quantity bushels ground during month.			Western Division. Quantity bushels ground during month.			Dominion of Canada. Quantity bushels ground during month.		
	Merchant.	Custom or Exchange.	On Hand.	Merchant.	Custom or Exchange.	On Hand.	Merchant.	Custom or Exchange.	On Hand.
Wheat	686,739	73,095	979,726	870,899	136,418	1,334,133	1,557,638	209,513	2,313,859
Oats	146,056	41,357	62,078	147,920	3,116	231,268	293,976	44,473	293,341
Barley	14,900	11,071	11,637	336	992	8,971	15,236	12,063	20,608
Rye	392	1,411	1,295	602	.....	486	994	1,411	1,781
Corn	40,497	3,338	25,082	207	.....	2,232	40,704	3,338	27,314
Buckwheat	471	710	617	.....	.....	.....	471	710	617
Peas	2,150	4,700	3,377	.....	.....	.....	2,150	4,700	2,377
Mixed Grains	70,582	208,869	.....	.....	.....	.....	70,582	208,869	–

PRODUCTS GROUND.

Wheat Flour Standard.	Units of Measure.	Quantity ground during month.		Total.
		Eastern Division.	Western Division.	
	Brls.			
Spring	196 lbs.	230,168	199,797	429,965
Winter	"	49,481	.....	49,481
Blended	"	14,285	.....	14,285
Total	"	293,934	199,797	493,731
Patents—				
Spring	"	129	23,953	24,082
Winter	"	30	.....	30
Blended	"	73	.....	73
Total	"	232	23,953	24,185
Clears—				
Spring	"	107	.....	107
Winter	"	12	.....	12
Blended	"	.....	.....	–
Total	"	119	.....	119
Low Grade or Feed	"	1,066	4,668	5,734
Shorts and Middlings	Tons	623	4,658	5,281
Bran	"	2,605	3,279	5,884
Oat Meal	Lbs.	23,763	151,110	174,873
Rolled Oats	"	2,321,015	2,222,011	4,543,026
Barley—Pot and Pearl	"	554,447	.....	654,447
Flour and Meal	"	55,900	.....	55,900
Rye—Flour and Meal	"	19,712	27,601	47,313
Corn—Flour	"	308,154	.....	308,154
Meal	"	205,816	.....	205,816
Cracked	"	1,374,973	.....	1,374,973
Buckwheat Flour	"	33,516	.....	33,516
Peas—Meal	"	179,368	.....	179,368
Split	"	297,156	.....	297,156
Feed not otherwise specified	Tons	4,252	2,683	6,935

FOREIGN EXCHANGE QUOTATIONS FOR THE WEEK ENDING SEPTEMBER 8.

The Foreign Exchange Department of the Bank of Montreal has furnished the following statement of the nominal closing quotations for all the principal exchanges for the week ending September 8. Similar quotations will be published in the *Weekly Bulletin* regularly every week in future:—

	Parity.	Week ending September 8.
Britain..£	$4.86	3.902
France..Fr.	.193	.075
Italy..Lira	.193	.048
Holland..Florin	.402	.349
Belgium..Fr.	.193	.079
Spain..Pes.	.193	.164
Portugal..Esc.	1.08	.195
Switzerland..Fr.	.193	.181
Germany..Mk.	.238	.021
Greece..Dr.	.193	.120
Norway..Kr.	.268	.157
Sweden..Kr.	.268	.221
Denmark..Kr.	.268	.157
Japan..Yen	.498	.564
India..R.	.342	.379
United States..$	1.00	1.10
Argentina..Pes.	.965	1.32
Brazil..Mil.	.546	.215
Roumania..Lei	.193	.026

Quantity of United States Grain in Store, Received and Shipped at the Public Elevators in the East for the week ending September 3, 1920, in comparison of Canada for the month of July, 1920.

	Wheat	Oats	Barley	Rye	Corn	Total
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Depot Harbour	150,400	38,940	2,740	.....	.....	192,080
Tiffin, G.T.P.	275,964	.....	.....	.....	.....	275,964
Port McNicoll, C.P.R.	286,943	.....	.....	.....	.....	286,943
Montreal Hbr. Commrs. 1 and 2	435,704	1,975	40,417	37,314	41,355	556,765
Totals	1,149,011	40,915	43,157	37,314	41,355	1,311,752
Same period last year	71,370	96,445	33,426	17,721	272,738	491,700

GEORGIAN BAY PORTS.

	Receipts.		Shipments.	
	Water	Rail	Water	Rail
	Bush.	Bush.	Bush.	Bush.
Wheat	555,949	.....	.....	595,275
Oats	.....	.....	.....	22,662
Barley	.....	.....	.....	—
Rye	.....	.....	.....	31,971

ST. LAWRENCE PORTS.

Wheat	25,156	147,114	413,251	—
Oats	.....	.....	.....	—
Barley	.....	.....	53,763	—
Corn	.....	5,958	.....	1,147
Rye	.....	53,483	214,387	—

NEW INCORPORATIONS.

Dominion.

The Elite Footwear Company, Limited. Incorporators: Odilon Lemire, Ernest Deniger, merchants; and others—all of Montreal. Capital, $100,000, divided into 1,000 shares of $100 each. Chief place of business, Montreal.

The Regent Cap Manufacturing Company, Limited. Incorporators: David Kirsch, Myer Kirsch and Max Kirsch, merchants; and others—all of Montreal. Capital, $50,000, divided into 500 shares of $100 each. Chief place of business, Montreal.

David's, Limited. Incorporators: David Kirsch, merchant, Solomon Vineberg, advocate; and others—all of Montreal. Capital, $100,000, divided into 1,000 shares of $100 each. Chief place of business, Montreal.

The Downtown Garage, Limited. Incorporators: Alexander Huntly Duff, K.C., and others—all of Montreal. Capital, $100,000, divided into 1,000 shares of $100 each. Chief place of business, Montreal.

Claudius Ash Sons & Company (of Canada), Limited. Incorporators: James Walter Brent, manager; Macneil Clarke McLean, barrister-at-law; and others—all of Toronto. Capital, $150,000, divided into 1,500 shares of $100 each. Chief place of business, Toronto, Ont.

The Jost Pulpwood Company of Campbellton, Limited. Incorporators: Percy Matheson Jost, of Westmount; and others. Capital, $75,000, divided into 750 shares of $100 each. Chief place of business, Campbellton, N.B.

Western Consolidated Hard Coal Company, Limited. Incorporators: Reginald Marshall Whyte and Willmott Burton Crawford, brokers; and others—all of Edmonton. Capital, $200,000, divided into 2,000 shares of $100 each. Chief place of business, Edmonton.

Lake St. John Pulp & Paper Company, Limited. Incorporators: J. Ogle Carss, barrister-at-law, Frederick William McKinnon, physician; Frederick William Fee, assistant secretary-treasurer, James Laing MacKenzie, agent, and Charles Patton, accountant; all of Ottawa. Capital, $4,000,000, divided into 40,000 shares of $100 each. Chief place of business, Montreal.

Ontario.

The F. Colyer Manufacturing Company, Limited. Incorporators: James Richardson Roaf and John Creighton, solicitors, and others—all of Toronto. Capital $60,000, divided into 600 shares of $25 each and 200 shares of $100 each. Chief place of business, Toronto, Canada.

Moores, Limited. Incorporators: William Proctor Moore, Clarence Melville Williamson, drug clerks, and others—all of Toronto. Capital, $200,000, divided into 4,000 shares of $50 each. Chief place of business, Toronto.

The Madewell Clothing Company, Limited. Incorporators: Robert Ackin, Esquire, and others, all of Toronto. Capital, $100,000, divided into 4,000 shares of $25 each. Chief place of business, Toronto.

The Milverton Furniture Company, Limited. Incorporators: John Boshart and Enos Nafziger, manufacturers; and others—all of Perth, Ont. Capital, $200,000, divided into 2,000 shares of $100 each. Chief place of business, Milverton, Ont.

British Columbia.

Kootenay Pulp and Paper Company, Limited. Capital, $500,000. Head office, Nelson.

Giant Motor Truck Company, Limited. Capital, $100,000. Registered office, Vancouver.

King-Beach Manufacturing Company, Limited. Capital, $500,000. Registered office, Vancouver.

Steamship Mining Company, Limited. Capital, $400,000. Registered office, Smithers.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, MONTREAL, WINNIPEG, AMHERST, N.S., AND VANCOUVER, or THE SECRETARY OF THE BOARD OF TRADE AT TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, MOOSEJAW, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), NORTH SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, KITCHENER, ST. MARY'S, ONT., CHAMBRE DE COMMERCE DE MONTREAL, THE LONDON, ONT., CHAMBER OF COMMERCE, THE STRATFORD CHAMBER OF COMMERCE, THE BORDER CHAMBER OF COMMERCE, WINDSOR, ONT., AND KITCHENER MANUFACTURERS' ASSOCIATION.

Foodstuffs.

1847. **Canned fruit, etc.**—A commission merchant in Newfoundland wishes to be put into communication with Canadian exporters of canned fruit and canned meats of every description.

1848. **Butter, etc.**—Canadian exporters of creamery and dairy butter and oleomargarine are inquired for by a dealer in Newfoundland.

1849. **Canadian products.**—A St. John's, Nfld., commission agent, who held for many years a position in a large firm, is open to represent Canadian manufacturers of chocolates, confectionery, preserves of all kinds, biscuits, etc.

Footwear.

1850. **Footwear.**—Canadian manufacturers of boots and shoes are asked to communicate with a Newfoundland jobbing firm supplying the trade.

1851. **Boots and shoes.**—A commercial agent in Barbados, who has lived in Toronto, is desirous of securing a Canadian agency for boots and shoes. Best references can be given.

Metals.

1852. **Wire rods.**—A London firm wish to hear from Canadian manufacturers of wire rods who can offer supplies for export.

1853. **Nails.**—A firm of travelling agents, with branch offices in Jamaica, Demerara, and Barbados, desire to obtain a Canadian connection for nails and other small hardware.

1854. **Steel products.**—Established trading corporation, with head office in Chicago and branches throughout the world, ask to be placed in touch with Canadian manufacturers of iron and steel products, particularly structural iron, steel plates, pipes and pipe fittings of all kinds.

1855. **Wire rods.**—Large ironworks in Scotland would be glad to receive quotations from Canadian producers who are in a position to export. The immediate requirements of this company are filled, owing to the arrival of a recent shipment from Canada, but they are regularly in the market.

1856. **Barbed wire.**—A Buenos Aires firm of general importers are interested in receiving quotations c.i.f. for black, galvanized, oval high-tension and barbed wire.

1857. **Iron and steel bars, etc.**—A Buenos Aires firm of general importers are interested in receiving quotations c.i.f. for iron and steel bars, beams, galvanized sheets and black sheets.

1858. **Tinplate.**—A Buenos Aires firm of general importers are interested in receiving quotations c.i.f. for tinplate.

Oils, Minerals, and Chemicals.

1859. **Barytes.**—Mineral merchants in Glasgow desire to hear from Canadian producers of barytes who may be in a position to export to a Scottish market. This firm some time ago investigated the possibility of securing barytes from Canada, but found freights then prevented the transaction of business.

1860. **Fertilizers.**—Glasgow importers would like to hear from exporters of all kinds of fertilizers.

1861. **Linseed oil.**—Canadian exporters of boiled and raw linseed oil should communicate with a Newfoundland dealer.

1862. **Coal.**—A Buenos Aires firm of general importers are interested in receiving quotations c.i.f. for coal.

1863. **Soap.**—Canadian manufacturers of toilet and household soaps are inquired for by a Newfoundland firm.

1864. **Coal.**—A Newfoundland dealer, having orders on hand for 10,000 tons of anthracite coal in egg, stove, and furnace sizes, and for 10,000 tons Canadian household coal, is open to buy from Canadian dealers.

1865. **Coal tar.**—A dealer in Newfoundland inquires for exporters of coal tar in half and whole barrels and tierces.

1866. **Turpentine.**—The names of Canadian exporters of turpentine in casks are asked for by a dealer in Newfoundland.

Miscellaneous Products.

1867. **Flax-seed.**—A firm in Paris, France, would like to buy Canadian flax-seed suitable for manufacture of linseed oil. The inquirer says: "The Canadian flax-seed is about equal in quality to that of the Argentine, but it must be noted, however, that the prices quoted from the latter country are including the containers (cotton bags), whilst Canada and the United States make an extra charge to the importers for the bags, which is a handicap at the present high price for bags, as it increases the price by about 6 francs to the 100 kilogrammes, to the prejudice of the Canadian and American flax-seed. The prices naturally vary according to the quantity of oil that may be extracted."

1868. **Millboard and rope lagging.**—This product for pipe-covering is desired by importer in Glasgow, Scotland.

1869. **Brake-shoes.**—A Newfoundland commission agent, long in a position of trust with an important firm, wishes to be placed in communication with Canadian manufacturers of brake-shoes for trucks and sleds.

1870. **Twines.**—A firm in Newfoundland are open to purchase quantities of lines, twines and cordage.

1871. **Sail canvas.**—A Newfoundland dealer is open to receive quotations for sail canvas in 100-yard pieces.

1872. **Cork floats.**—Canadian exporters of cork floats, sizes 2, 2½, 3, 4, and 4½ inches, about 23,000 to the ton, are inquired for by a Newfoundland dealer.

1873. **Starching and finishing materials.**—A Glasgow firm desire to hear from exporters of all kinds of starching and finishing materials.

1874. **Plywood and sulphite pulp.**—A London company who purchase regular supplies of plywood for their Australian branches would be pleased to receive quotations from Canadian manufacturers for the following specification of 3-ply cotton-

wood: 50,000 feet of ⅝ inch thick, 50,000 feet of ½ inch thick. Similarly, they are open to buy sulphite wood-pulp for shipment to Australia, and would be glad to hear from Canadian manufacturers able to export.

1875. **Roofing felt.**—A commission merchant in Newfoundland is open to receive samples and prices of Canadian-made common roofing felt, tarred, in 1, 2, and 3 plies.

1876. **Representation in Newfoundland.**—A St. John's, Nfld., commission agent is open to represent Canadian manufacturers of leather, paper bags, laundry and toilet soaps.

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

45. R.S.—Demobilized soldier just returned after four years' overseas service, aged twenty-three, desire to get in touch with party proceeding to England and France, to act as assistant salesman with some Canadian agencies. Has pleasing personality and thoroughly acquainted with England and France.

46. R.S.—A returned Canadian officer who held a commission in the R.F.C. and R.A.F. and spent five years overseas desires to represent two or three Canadian manufacturers on a commission basis. Before the war he was a commercial traveller for five years. Good connections in England. Willing to work hard to establish lines handled and is prepared to sail immediately arrangements are completed.

47. R.S.—A returned soldier who previous to four years' service in the war was engaged in the retail lumber business in New Brunswick for eighteen years desires to take up Canadian agencies in Europe. He is prepared to work on a commission basis and to go abroad at his own expense.

48-49 R.S.—Two young men who were in service overseas have just arrived in Canada from the West Indies and seek employment with firms as buyers or sellers of products in the British West Indies. They have a good knowledge of the customs and trade of the islands.

50. R.S.—A Canadian field officer, at present holding important Government appointment, possessing English and Canadian legal qualifications, and with fifteen years' business experience, desires a position in Japan, Hong Kong, or other place of warmer climate, as representative or manager (on a salary basis) of some business corporation. Has had considerable experience in organization and administration and handling of a large staff. Will supply excellent references.

51. R.S.—A Canadian who served in the French army from 1914 to 1919 proposes to return to Europe and would like to represent Canadian manufacturers in France and Belgium.

52. R.S.—A Canadian who saw four years' service overseas with the Canadian forces and has recently returned from Canada to England is desirous of being brought in touch with Canadian manufacturers who are looking for representation in the British Isles and France. He has excellent connections both in England and France, and would like to handle general lines. References.

53. R.S.—Canadian officer (four years' active service), university graduate, with good address, good knowledge of Danish, German, and French languages, and with family connections in highest business circles in Denmark, desires position representing firm of Canadian exporters in Scandinavian countries.

54. R.S.—Two returned soldiers having good connections with Poland wish to act as resident agents for Canadian firms. They have at present a representative in Warsaw, Poland, who is anxious to obtain celluloid specialties, also elastic used in the manufacture of men's suspenders and ladies' garters. Samples in all colours requested with quotations.

55. R.S.—A Canadian lawyer of Scottish descent, speaking and writing fluent French and with a good working knowledge of Russian, special knowledge of law and finance, and very considerable executive experience, seeks a position as commercial representative. Prepared to go abroad immediately provided that salary and conditions are satisfactory.

56. **R.S.**—A Canadian who served in France is about to take a business trip, during which he will visit England, France, and probably Switzerland, Spain, and Italy, and then proceed to North Africa and South Africa. He would like to represent Canadian manufacturing firms. He has had experience in selling engineering machinery, building supplies, etc., and would prefer to represent that class of manufacturers, but is willing to undertake any commission.

57. **R.S.**—Ex-naval officer (Accountant Branch), full war service, seventeen years resident in Canada, with banking experience, visiting London on business early in May, and would be glad to execute commissions of any kind that will bear the closest investigation.

58. **R.S.**—Returned officer, single, desires to represent Canadian manufacturer in Italy, from whence he has recently returned. Speaks Italian and French, and is conversant with Italian trade and customs.

59. **R.S.**—A returned business man, aged 43, very active, who qualified for a commission with staff duties, from the ranks, with over three years' service in Canada, England, and France, C.E.F., will entertain proposals for agency proposals. Now established as manufacturers' agent for foreign and domestic markets, general importing and exporting. His business training covers over twenty years' experience with representative concerns in New York city, Pittsburg, and elsewhere. He has thorough working knowledge of import and export technique, gained by operations from the ports of New York, Vancouver, and Victoria. Particularly desires Eastern Canadian connections in machinery and metal products for sale in British Columbia or as manufacturers' export agent at Pacific seaboard. Can also use desirable connections in the Far East to mutual advantage.

60. **R.S.**—A Canadian who served four years overseas is at present acting as travelling salesman for a wholesale stationery company in Canada, but proposes to leave shortly for London, England, with the intention of opening up an agency there. He would like to get into communication with Canadian manufacturers who require representation.

61. **R.S.**—Ex-officer, graduate of McGill University in arts and law, with extensive experience in mortgage, land, and insurance organization, good linguist, with knowledge of Spanish and Portuguese, wishes to go to South America as representative of export firms.

62. **R.S.**—Two returned soldiers who are carrying on a commission business in New Westminster, B.C., would like to secure agencies for Canadian manufactures. They are especially interesting in woodworking industries.

63. **R.S.**—A returned soldier well acquainted with wholesale shipping and manufacturing firms in the United Kingdom, where he was a manufacturers' agent prior to 1912, proposes establishing in the United Kingdom an agency for Canadian goods. He has financial backing to the extent of $50,000, and has arranged for some Canadian agencies, but wishes to secure additional agencies for both manufactured goods and food products.

64. **R.S.**—Returned soldier, good business training, well connected in Scotland, holding teacher's certificate in Scotland and possessing tact, fluency, and executive ability, desires to represent manufacturer in British Empire. Unmarried.

65. **R.S.**—Returned soldier, Belgian born, formerly employed as interpreter on headquarters staff, intends visiting Europe on business. Would undertake commissions or the selling of goods on a commission basis. Speaks four languages fluently, and will cover seven countries on his trip.

66. **R.S.**—A former officer of the Canadian Expeditionary Force, with experience as general sales agent and pre-war connections in England and Belgium, is leaving for Brussels in October and seeks representation for any Canadian firms interested. Would also undertake special commissions and inquiries on behalf of Canadian manufacturers.

67. R.S.—Two Canadian officers who served for three years in the British Army in Mesopatamia have established themselves as merchants in Bagdad, Mesopatamia. They would like to get in touch with Canadian exporters both of food products and manufactured goods. They are particularly interested in wire fencing and reinforced concrete posts, brick-making machinery, fuel oil engines from 20 to 40 horse-power with centrifugal pump for irrigation with lift of 25 feet.

68. R.S.—Ex-officer of the Imperial Army, now repatriated and established as importer and exporter in Toronto, wishes to be placed in touch with manufacturers who are considering the Indian market. Served in the Indian theatre for three years, and had the opportunity for studying Indian industry after the armistice.

69. R.S.—Representation in Central and South America: Captain in Canadian Expeditionary Forces, four years active service overseas, wishes to secure representation of Canadian manufacturers who are disposed to open commercial relations in Central and South America. At present connected with large American export firm. Recently returned from a trip to Central and South America, where prospects looked very good for Canadian goods. Spent several years in this territory previous to going overseas. Speaks English, Spanish and French. Best references furnished.

70. R.S.—Ex-officer of the Tank Corps, who had special opportunities during the war for making connections in the industrial centres of Great Britain, is returning overseas about the middle of September to continue post-graduate work in industrial research at the University of London. He will consider offers from firms desiring representation in Great Britain, or will undertake any special transactions requiring a British representative. Has adequate facilities for introductions to all British trade circles.

71. R.S.—An English business man, 30 years of age, who was living in Brazil when war broke out, came to Canada and enlisted for service overseas. Since being discharged he has been employed in Canadian business houses. He now proposes to return to Brazil and wishes to arrange to represent Canadian manufacturers who wish to export to Brazil. Although born in England, he lived for some years in Brazil and can speak and write Portuguese, as well as Spanish. He will return to Brazil by way of the West Indies, and will be glad to take agencies for the West Indies as well as Brazil. He had ten years' experience in the West Indies and Brazil, and is prepared to handle drygoods, flour, feedstuffs, shelf hardware, steel goods, canned goods, patent medicines, toilet goods, dried cod and other fish.

PROPOSED SAILINGS FROM CANADIAN PORTS.*

Subject to change without notice.

From Quebec.

To LIVERPOOL.—*Empress of Britain*, C.P.O.S. Line, about September 15; *Prince Frederick Wilhelm*, C.P.O.S. Line, about September 22; *Victorian*, C.P.O.S. Line, about September 29; *Empress of France*, C.P.O.S. Line, about October 6; *Empress of Britain*, C.P.O.S. Line, about October 13.

From Montreal.

To LIVERPOOL.—*Megantic*, White Star-Dominion Line, about September 18; *Metagama*, C.P.O.S. Line, about September 18; *Canadian Ranger*, Canadian Government Merchant Marine, Ltd., about September 20; *Canada*, White Star-Dominion Line, about September 25; *Corsican*, C.P.O.S. Line, about September 25; *Canadian*

**These sailings are not complete, but are compiled from lists of prospective sailings supplied by shipping companies.*

Conqueror, Canadian Government Merchant Marine, Ltd., about October 1; *Melita,* C.P.O.S. Line, about October 2; *Canadian Trapper,* Canadian Government Merchant Marine, Ltd., about October 6.

To London.—*Venusia,* Cunard Line, about September 14; *Canadian Signaller,* Canadian Government Merchant Marine, Ltd., about September 21; *Montezuma,* C.P.O.S. Line, about September 23; *Scotian,* C.P.O.S. Line, about September 24; *Mottisfont,* C.P.O.S. Line, about September 21; *Canadian Aviator,* Canadian Government Merchant Marine, Ltd., about September 28.

To Glasgow.—*Canadian Volunteer,* Canadian Government Merchant Marine, Ltd., about September 20; *Pretorian,* C.P.O.S. Line, about September 17; *Tunisian,* C.P.O.S. Line, about September 24; *Cabotia,* Cunard Line, about September 25; *Saturnia,* Anchor-Donaldson Line, about September 25.

To Newcastle-on-Tyne.—*Cairndhu,* Thomson Line, about September 25.

To Plymouth.—*Manoa,* Fracanda Line (Canada Steamship Lines, general agents), about September 25.

To Southampton.—*Grampian,* C.P.O S. Line, about October 15.

To Avonmouth Dock (Bristol).—*Montcalm,* C.P.O.S. Line, about September 17; *Vellavia,* Cunard Line, about September 18; *Turcoman,* Dominion Line, about October 23.

To Cardiff and Swansea.—*Canadian Voyageur,* Canadian Government Merchant Marine, Ltd., about September 20; *Canadian Trapper,* Canadian Government Merchant Marine, Ltd., about September 22.

To Manchester.—*Manchester Hero,* Manchester Liners, about September 18; *Manchester Mariner,* Manchester Liners, about September 30.

To Hull.—*Maplemore,* Furness Line, about September 18.

To Leith.—*Cairndhu,* Thomson Line, about September 25.

To Dublin.—*Carrigan Head,* Head Line, about October 10.

To Belfast.—*Lord Antrim,* Head Line, about September 30.

To Antwerp.—*Grampian,* C.P.O.S. Line, about October 15.

To Rotterdam.—*Fanad Head,* Head Line, about October 15.

To Hamburg.—*Fanad Head,* Head Line, about October 15.

To Havre.—*Scotian,* C.P.O.S. Line, about September 24; *Manoa,* Fracanda Line (Canada Steamship Lines, general agents), about September 25.

To Barbados, Trinidad, and Demerara.—*Canadian Gunner,* Canadian Government Merchant Marine, Ltd., about September 22.

To St. John's, Nfld.—*Mapledene,* Canada Steamship Lines, Ltd, about September 15; *Canadian Miner,* Canadian Government Merchant Marine, Ltd., about September 16; *Manoa,* Canada Steamship Lines, Ltd., about September 22; *Canadian Scaler,* Canadian Government Merchant Marine, Ltd., about September 25.

To South Africa (Cape Town, Port Elizabeth, East London, Durban, and Delagoa Bay).—*New Brunswick,* Elder-Dempster Line, about September 15; *Georgia,* Elder-Dempster Line, about September 30.

To West Africa (Dakar, Sierra Leone, Seccondee, Accra, Lagos, etc.).—*Melville,* Elder-Dempster Line, about September 15.

To Australasian Ports (Melbourne, Sydney, Auckland, Wellington, and Dunedin).—*Gambada,* New Zealand Shipping Co., Ltd., about September 15.

To Montevideo, Buenos Aires and Rosario.—*Haliartus,* Houston Lines, about September 20; *Hyacinthus,* Houston Lines, about October 10.

To Rio de Janeiro, Santos, Montevideo, and Buenos Aires.—*Canadian Planter,* Canadian Government Merchant Marine, Ltd., about September 15; *Canadian Miller,* Canadian Government Merchant Marine, Ltd., about October 20.

To Santiago de Cuba and Kingston (Jamaica).—*Canadian Trader,* Canadian Government Merchant Marine, Ltd., about September 16; *Canadian Sower,* Canadian Government Merchant Marine, Ltd., about October 7.

To India and Far Eastern Ports.—*Halesius,* Houston Line, about September 25; *City of Melbourne,* Ellerman-Bucknalls, about October 10.

From St. John.

To BRITISH WEST INDIES.—*Chaudiere*, Royal Mail Steam Packet Co., about September 19.

From Halifax.

To BRITISH WEST INDIES.—*Caraquet*, Royal Mail Steam Packet Co., about September 17.

To LONDON.—*Kanawha*, Furness, Withy & Co., about September 13.

To LIVERPOOL.—*Wigmore*, Furness, Withy & Co., about September 26.

To MANCHESTER.—*Manchester Shipper*, Manchester Liners, about September 25.

To GLASGOW.—*Alpine Range*, Furness, Withy & Co., about September 27.

From Sydney.

To LIVERPOOL.—*Canadian Hunter*, Canadian Government Merchant Marine, Ltd., about October 15.

From North Sydney.

To ST JOHN'S, NFLD.—*Sable I.*, Farquhar & Co., about September 18.

From Chicoutimi.

To ROUEN (FRANCE).—*Canadian Squatter*, Canadian Government Merchant Marine, Ltd., about September 25.

From Victoria.

To YOKOHAMA, KOBE, HONG KONG, AND MANILA.—*Ixion*, Blue Funnel Line, about October 5; *Talthybius*, Blue Funnel Line, about October 26.

From Vancouver, B.C.

To AUSTRALIA AND NEW ZEALAND.—*Canadian Winner*, Canadian Government Merchant Marine, Ltd., about September 15; *Niagara*, Canadian-Australasian Line, about September 15; *Rona*, Canadian-Australasian Royal Mail Line, about October 10; *Tahiti*, Canadian-Australasian Royal Mail Line, about October 15.

To LONDON, LIVERPOOL, AND GLASGOW (via Panama Canal).—*Crown of Galicia*, Harrison Direct Line, early September (via Victoria); *Orator*, Harrison Direct Line, middle October (via Victoria).

To YOKOHAMA, KOBE, HONG KONG, AND MANILA.—*Ixion*, Blue Funnel Line, September 25; *Talthybius*, Blue Funnel Line, about October 13.

To YOKOHAMA, KOBE, MOJI, SHANGHAI, AND HONG KONG.—*Monteagle*, C.P.O.S. Line, about September 16.

To YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG and MANILA.—*Empress of Russia*, C.P.O.S. Line, about September 23.

To YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, AND HONG KONG.—*Empress of Japan*, C.P.O.S. Line, about October 12.

To YOKOHAMA, MOJI OR NAGASAKI, SHANGHAI, MANILA AND SINGAPORE.—*Methven*, C.P.O.S. Line, about October 10.

To KARATSU, SHANGHAI, HONG KONG, AND SINGAPORE.—*Bessie Dollar*, Dollar Steamship Lines, middle October.

To SHANGHAI, HONG KONG, AND SINGAPORE.—*M. S. Dollar*, Dollar Steamship Lines, early October.

SPARE PUBLICATIONS.

The Department of Trade and Commerce has on hand at present spare copies of a considerable number of publications which it would be glad to forward to any one in Canada desiring them, without charge, so long as the supply lasts. In some cases only single copies are available. Applications from libraries, universities, boards of trade or similar organizations will be given the preference. Applications should be addressed to "The Supplies Branch, Department of Trade and Commerce, Ottawa."

The demand for the spare publications heretofore listed has been very great and the supply in many cases exhausted within a day or so of the publication of the *Weekly Bulletin*.

Correspondents should confine their applications solely to the list given below If other publications are desired a separate letter should be written.

Canada Grain Act, with Amendments, 1912.
Canadian Economic Commission to Siberia, 1919.
Census of Canada:
1901, Vol. 1, Population; 1911, Vol. 2, Religious Origins; 1890-91, Vol. 3; 1890-91, Vol. 4
Census of the Northwest, 1885.
Census of the Northwest Provinces, Population and Agriculture, 1906.
Census of Statistics Monthly:
Vols. 7 and 8, 1914-15; Vols. 9 and 10, 1915-16.
China and Japan, 1914.
Chinese Markets for Canadian Products, 1919.
Coal Fields of Nova Scotia, 1909.
Dominion Election Act, 1917.
Final Report of the Fuel Controller, 1919.
German War and its Relation to Canadian Trade, 1914.
Grain Inspection in Canada, 1914.
Handbook for Export to South America, 1915.
Imperial Year Book, 1917-18.
Jubilee of Confederation, 1917. (English).
List of Licensed Elevators and Warehouses, 1919-1920.
Report of the Board of Grain Commissioners for Canada, 1917-1918.
Report on the Need for the Suppression of the Opium Traffic in Canada, 1908.
Royal Commission on Grain Trade in Canada, 1906.
Royal Commission on a Dispute between the Bell Telephone Company and Operators at Toronto, 1907.
Russian Trade, 1916.
Special Trade Commission to Great Britain, France, and Italy, 1916.
The Royal Commission re the Alleged Employment of Aliens by the Pere Marquette Railway in Canada, 1905.
Timber Export Trade of Australia, 1917.
Canadian Economic Commission to Siberia, 1919.
Trade after the War, 1916.
Trade with South China, 1919.
Trading in Spain, 1920.
Trial Shipments of Buckwheat via Panama Canal to the United Kingdom, 1918.
Wholesale Prices of Canada, 1910.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Ayres. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

J. B. Johnson, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rua Gonçalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

H. A. Chisholm, Canadian Government Trade Commissioner, 501 and 502, Teniente Rey 11, Havana. Casa de Corres—Apartado 1290. *Cable Address, Cantracom.*

France.

Hercule Barré, Canadian Government, Trade Commissioner, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland and Belgium.

A. Stuart Bleakney, Canadian Government Trade Commissioner, c/o Chas. H. Demey, Esq., Rue Adolphe Max, Brussels.

India.

H. R. Poussette, Canadian Government Trade Commissioner, c/o H. M. Trade Commissioner, 6 Royal Exchange Place, Calcutta.

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, vie Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; office 50-B Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Westminster House, Adderley Street, Cape Town. *Cable Address, Cantracom.*

South Eastern Europe.

L. D. Wilgress, Canadian Government Trade Commissioner, Athenee Palace Hotel, Bucharest. *Cable Address, Canadian.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commisioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing London.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

J. Vernon McKenzie, Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

Norway and Denmark.

E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address Sontums.*

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

W. C. Noxon, Director, Overseas Trade Branch of the Department of Trade and Commerce, 1 Regent Street, S.W. 1, Eng. *Cable Address, Canmission.*

United States.

John A. Cooper, Director Dominion Bureau of Information, 1463 Broadway, New York City.

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:
Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:
Valparaiso, British Consul General.

Colombia:
Bogota, British Consul General.

Ecuador:
Quito, British Consul General.
Guayaquil, British Consul.

Egypt:
Alexandria, British Consul General.

France:
Havre, British Consul General.
Marseilles, British Consul General.

India:
Calcutta. Director General of Commercial Intelligence.

Italy:
Genoa, British Consul General.
Milan, British Consul.

Mexico:
Mexico, British Consul General.

Netherlands:
Amsterdam, British Consul.

Panama:
Colon, British Consul.
Panama, British Vice-Consul.

Peru:
Lima, British Vice-Consul.

Portugal:
Lisbon, British Consul.

Spain:
Barcelona, British Consul General.
Madrid, British Consul.

Sweden:
Stockholm, British Consul.

Switzerland:
Geneva, British Consul.

Uruguay:
Monte Video, British Vice-Consul.

Venezuela:
Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 248 St. James Street, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows: H.M. Trade Commissioner, 6 Royal Exchange Place, Calcutta, India, that of the Commissioner for the Straits Settlements is: Mr. A. F. G. Anderson, H.M. Trade Commissioner, Singapore, Straits Settlements.

LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE DEPARTMENT OF TRADE AND COMMERCE.

(Revised to September 15, 1919.)

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report re Mail Subsidies and Steamship Subventions.
Canada and the British West Indies (1915). (Out of print.)
Canada The Country of the Twentieth Century (1915). (Out of print.)
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Report of the Canadian Economic Commission (Siberia), 1919.
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Canadian Trade (1916).
Trade of South China (1919).
Trade with China and Japan (1914).
Timber Import Trade of Australia (1917).
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Toy Making in Canada (1916).
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

BUREAU OF STATISTICS PUBLICATIONS.

Annual Report of the Trade of Canada.
Annual Report on the Coal Trade of Canada (1918).
Annual Report on the Grain Trade of Canada.
Beet Sugar Industry (The), (1908).
Canada Year Book (The), (Annual).
Criminal Statistics (Annual).
Directory of the Chemical Industries in Canada (1919).
Monthly Bulletin of Agricultural Statistics.
Monthly Coal Statistics.
Monthly Cold Storage Statistics.
Monthly Report of the Trade of Canada.
Report of the Fifth Census of Canada:
- Vol. I. 1912, Areas and Population by Provinces, Districts and Sub-districts, with introductions, etc. (Out of print.)
- Vol. II, 1913, Religions, Origins, Birthplace, Citizenship etc.
- Vol. III, 1913, Manufactures, 1911.
- Vol. V, 1915, Forest, Fishery, Fur, etc.
- Vol. IV, 1914, Agriculture, 1911 (Out of print.)

Report on the Census of Industry, 1917:
- Part I. Agricultural Statistics.
- Part II. Dairy Factories.
- Part III. Fisheries.
- Part IV. Section I, Lumber, Lath, Shingles, etc.
- Part IV. Section II, Pulp and Paper.
- Other parts in preparation.

Report of Census of Prairie Provinces (Population and Agriculture), 1916.
Report of Conference on Vital Statistics, June, 1918.
Report of Postal Census of Manufactures, 1916.
Special Report on Foreign Born Population.

Can
Commercial Intelligence Journal

VOL. XXIII. SEPTEMBER 20, 1920 No. 868

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

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(Minister of Trade and Commerce.)

OTTAWA
THOMAS MULVEY
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1920

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa. Monday, September 20, 1920. No. 868.

THE PROBABLE CEREAL IMPORT NEEDS OF THE UNITED KINGDOM.

TRADE COMMISSIONER HARRISON WATSON.

London, September 2, 1920.—The grain correspondent of the London *Morning Post* contributes an interesting estimate of the likely requirements of the United Kingdom in imports of its three principal cereal crops—wheat, barley and oats—during the next twelve months.

The quantities needed are of course based upon the official forecasts of the United Kingdom yields of the current harvest, which have still to be confirmed by actual results.

WHEAT.

Upon the assumption that the area of the wheat crop in the United Kingdom is 15 per cent less than in 1919, and that the yield equals 32 bushels, the total harvest on 1st September, the first day of the new cereal year, would be 64,491,200 bushels.

According to a memorandum issued last April by the Ministry of Food, the consumption of wheat in this country is 1 lb. a day per head—which incidentally is an increase upon the well-known estimate made by Sir John Lawes, who calculated the requirements of the population during the sixty years 1837-97 terminating in the Diamond Jubilee, at 352 lbs. a year.

Accepting the new estimate, the wheat required will be 282,080,000 bushels, and deducting from this the home production of 64,491,200, the quantity that will have to be imported is 217,588,800 bushels, which, although a very large quantity, is not unprecedented.

BARLEY.

Figures collected indicate an increase of 8 per cent in the area under barley, and the total crop may be as large as 70,758,000 bushels.

While the yield is anticipated to be good, it must include a considerable proportion of stained samples, and fine ale barley may easily go to 30s. a cwt. or beyond.

Reckoning the yearly use at 112,000,000, the new season will probably exact an importation of nearly 50,000,000 bushels, but as stocks are extremely low, it is thought that 60,000,000 could be advantageously brought in, because the absolute dearth of feeding barley is hindering the home production of bacon.

OATS.

While the reduction in area in Scotland and Ireland is less than in England and Wales, the total acreage in comparison with last year will not be less than 10 per cent, and as the yield is expected to be below average, the trade does not anticipate that the aggregate crop will exceed 162,223,200 bushels—a rather curious result, because oats have as a rule done well in a wet year.

The usual importation of oats from outside varies from 40,000,000 to 80,000,000 bushels, and taking all circumstances into consideration, the writer of the article considers that 60,000,000 bushels will be required between now and the harvest of 1921.

Summing up the situation, the quantities of the three cereals which will probably be required from overseas, are:—

	Bushels.
Wheat	217,500,000
Barley	50,000,000
Oats	60,000,000

THE BRITISH INDUSTRIES FAIR.

Mr. Harrison Watson, Canadian Government Trade Commissioner, London, England, writes: "I have frequently called attention to the advantages of Canadian manufacturers making displays at the British Industries Fair. I have just been informed by the British Department of Overseas Trade that they would be glad to include Canadian exhibitors and are prepared to extend to them the same facilities that are offered to United Kingdom manufacturers but there are already so many applications for space for the 1921 fair that it would be difficult to make room for any considerable number of Canadian exhibits, and that if Canada proposes organizing any special display it would be advantageous to defer this until the Fair of 1922. At the same time if any Canadian exhibitors wish to apply for space and will do so immediately, everything will be done to endeavour to allot space to them, providing any space remains available when their applications come in. Full particulars about arrangements, charges, etc., can be obtained from any of the British Trade Commissioners in Canada.

The addresses of the British Trade Commissioners are as follows:—

Capt. Evan Edwards, Sr. British Trade Commissioner, British Department of Overseas Trade, 248 St. James Street, Montreal.

Mr. Fred W. Field, British Trade Commissioner, British Department of Overseas Trade, Confederation Life Building, Toronto.

Mr. L. D. Beale, British Trade Commissioner, British Department of Overseas Trade, 610 Electric Railway Chambers, Winnipeg, Man.

CANADIAN EGGS IN SCOTLAND.

TRADE COMMISSIONER J. VERNON MCKENZIE.

Glasgow, August 28.—A shipment of 4,000 cases of Canadian eggs, 30 dozen in each case, reached Glasgow this week on the *Pretorian,* and owing to two occurrences, one at least of which could not in any way be foreseen, practically every case has had to be placed on the market at a slight loss.

One of the chief reasons for this loss is the fall in exchange, which was $4.47 six weeks ago and has fallen as low as $4 this week.

The second reason that these goods have had to be placed on the market at a loss is the termination of the strike which has tied up all boats for two weeks, plying between Glasgow and Irish ports. The sudden termination of this strike, although very welcome to shippers, has resulted in dumping on this market a huge accumulation of Irish eggs, and there has been a resultant drop in prices. By an unfortunate coincidence the *Pretorian* arrived practically on the day when the strike terminated.

PRICES OBTAINED.

One of the largest importers of these goods, who obtained his supplies largely from three Ontario sources paid 72 cents a dozen f.o.b. Montreal, and this price was brought up to about 78 cents with freight and other minor charges. He is selling most of his consignment at a price which is to-day equivalent to 75 cents.

As Canadian shippers will know, the maximum control price for eggs was removed last spring, although it is almost certain that it will be replaced very soon,

and probably be a sixpence higher per dozen than last year. Up till last spring the maximum price for fresh eggs (that is, any eggs produced in the United Kingdom) was 5s. wholesale, 5s. 6d retail. Imported eggs were 4s. wholesale, 4s. 6d. retail. The price for Egyptian eggs (which are about half the size of a Canadian egg) was 2s. 8d. wholesale, 3s. retail. The entire Egyptian output has been in the past, and is almost certain to be in the future, handled by the Government. At a conference of all parties interested held this week, it was suggested to the Government that the authorities should take over the entire importation of Canadian eggs also, but this did not meet with official favour.

Shipments of eggs from Canada recently have been arriving in splendid condition, and normally are meeting with a very ready market, and, except for the abnormal conditions described above, should show a good profit.

CANADIAN TRADE WITH THE PORT OF GLASGOW.

Trade Commissioner J. Vernon McKenzie.

Glasgow, August 25, 1920.—As practically all the Canadian vessels plying between Scotland and Canada enter the port of Glasgow—although an occasional one has gone to Leith—figures just obtained from the harbour master will be of interest. This shows that the number of vessels operating between Glasgow and Canadian ports has not yet reached pre-war figures, although their number has been steadily growing during the past eighteen months.

The figures are given herewith:—

YEAR ENDING JUNE 30, 1914.

	Inwards.		Outwards.	
	Number.	Tonnage.	Number.	Tonnage.
Sailing vessels..	3	1,576	3	787
Steam vessels...	94	464,810	107	526,909
Totals...	97	466,386	110	527,696

YEAR ENDING JUNE 30, 1920.

	Inwards.		Outwards.	
	Number.	Tonnage.	Number.	Tonnage.
Sailing vessels..	7	4,687	1	925
Steam vessels...	55	227,097	57	239,537
Totals..	62	231,784	58	240,462

WHITE CANADIAN PEAS WANTED IN SCOTLAND.

Trade Commissioner J. Vernon McKenzie.

Glasgow, August 27, 1920.—An importing firm in Scotland which has made a specialty for half a century of importing peas of almost all varieties and from almost every exporting country believes that there will be a possibility of sending white Canadian peas to this market. This firm points out that the chief competitor will be the Calcutta white pea and also some white peas which are shipped from China, and which come into this market very cheap. However, it has been asserted that the Indian peas when boiled turn black, and it is understood here that this never happens with Canadian white peas when boiled.

An inquiry from one firm definitely interested will be found in this issue, page 844.

RECENT DEVELOPMENTS OF CUBAN-CANADIAN TRADE.

TRADE COMMISSIONER H. A. CHISHOLM.

Havana, August 31, 1920.—Details of Cuba's imports for 1919, which have only recently become available, show what a wonderful market this prosperous little country of 2,800,000 souls offers to exporting nations. Following are figures for 1913, 1918 and 1919 giving the values of the merchandise imported from the countries named:—

	1913.	1918.	1919.
United States	$71,753,872	$222,262,276	$273,202,065
Argentine	1,657,796	1,067,048	1,228,179
Canada	1,498,964	4,791,412	6,670,385
Chile	230,964	901,377	1,322,526
Mexico	938,180	4,044,866	5,655,127
Porto Rico	3,403,716	3,314,415	4,062,036
Uruguay	2,222,436	3,796,757	5,176,008
Germany	9,515,104	.....	197,499
Belgium	2,520,233	.....	60,678
Spain	10,228,561	10,392,529	15,947,350
France	8,237,276	7,044,211	9,929,253
United Kingdom	16,097,681	9,154,567	8,816,154
China	130,943	3,579,473	2,160,147
British India	2,360,438	17,719,382	7,201,158
Japan	170,854	4,115,545	10,097,386
All other countries	4,843,572	5,438,357	7,600,673
	$135,810,590	$297,622,215	$359,326,624

These figures show that the United States supplied over 75 per cent of the total value of Cuba's importations for 1919, making Cuba one of Uncle Sam's very best customers. With the reductions of from ten to forty per cent off the general tariff rate granted to goods of United States origin, it is but to be expected that the United States should supply the greater part of Cuba's importations.

A feature of post-war trade has been the phenomenal increase of imports from the Orient, particularly from China and Japan, as well as from British India. British India supplies Cuba with nearly all her requirements of sugar bags, a trade that is now worth several millions of dollars annually. China, Japan and India all send rice to Cuba, rice and codfish being the staple diets of "Liborio"—the Cuban worker. In fact, a large proportion of last season's surplus of rice in the Orient was shipped to Cuba this year, with the result that Hanava docks and warehouses are jammed with thirty million dollars worth of rice which should be sufficient for Cuba's requirements for much more than one season.

Canada's Share in Cuba's Imports.

The figures of Cuba's imports from Canada show that Canada has enjoyed a steadily increasing trade with the Island Republic—from a value of $1,498,964 in 1913 to $6,670,385 in 1919.

CODFISH AND POTATOES.

More than half of this growth is accounted for by the increases both in quantities and in values of Canada's staple articles of export to Cuba—codfish and potatoes.

Codfish shipments grew from 7,355,000 pounds valued at $427,974 in 1913, to 18,197,822 pounds valued at $2,924,331 in 1919. During and since the war Canadian codfish has dominated the Cuban market. In 1913 Canada, the United Kingdom and Norway shared about equally in Cuba's imports of codfish, whereas in 1918 Canadian codfish comprised 60 per cent of the total imports of that commodity. While imports of codfish from Norway and the United Kingdom fell away in 1918 to an almost negligible figure, imports from the United States increased in value from $45,547 in 1913 to $1,751,939 in 1918. This year increasing quantities of Norwegian and even

Japanese codfish are arriving at Havana. Canadian codfish may find it difficult to keep its dominance in this market in competition with the sun-dried Norwegian fish which stands up better in this hot climate. The Norwegian fish is more expensive, however, and if the Canadian cod fisheries can keep down their costs of production, they will continue to hold the Cuban market.

Canada's share of Cuba's potato imports has not changed a great deal in recent years. Canada has usually supplied from 25 to 50 per cent of this country's annual requirements, the remainder from the United States. In 1913, potato imports from Canada amounted to 18,722,417 kg. valued at $537,202, as compared with 26,403,502 kg. in 1918 valued at $1,587,568.

HAY, OATS AND LUMBER.

Before the war larger quantities of Canadian hay, oats and lumber used to find their way to Cuba than in the last two or three years. In 1913, Cuba imported 15,321 M. feet of pine and spruce lumber from Canada valued at $262,649, as against 4,208 M. feet in 1919, valued at $200,152. Cuba imported nearly five million dollars worth of pine and spruce lumber from the United States in 1918. As pine and spruce lumber is on the free list, there is no reason why Canada cannot get more of this trade if she wants it. Two or three Canadian lumber merchants have been doing a profitable Cuban business for many years.

Canada's share of the hay and oats trade of Cuba has also fallen off. In 1913, Canada exported to Cuba 3,617 tons of hay valued at $84,173 and 4,362,136 pounds of oats valued at $70,111. In 1919 the value of the Canadian hay crop imported came to $34,100 and that of oats to only $3,965. As was pointed out in a previous article, Canadian hay and oats have a very good reputation in Cuba for high quality. Cuba imported in 1918, 263 tons of hay valued at $520,993, more than 95 per cent of this coming from the United States. Cuba's imports of oats in the same year amounted to 51,582,388 pounds valued at $1,793,954, all but $100,000 of which paid for American oats.

Pre-war exports to Cuba of other typical Canadian products were very limited in range and value. The total exports of wood and paper products, farm produce, construction materials other than those mentioned above amounted to only a few thousand dollars.

BARLEY MALT.

Within the last three or four years Canada has built up a permanent and valuable malt business with Cuba. Canadian barley malt first made its appearance in Cuba in 1915, when some 388,941 pounds valued at $13,120 were imported. In 1916, the value of these imports increased to $75,100, in 1918 to $290,075 and in 1919 to $1,029,135. Three years ago the United States supplied Cuba with nearly all her barley malt, to-day Canada has practically a monopoly of this trade which supplies the Cuban breweries with their necessary raw material. As Cuba is not at all likely to go "dry", Canada may here depend on a permanent and growing market for her barley malt.

WHEAT FLOUR.

Until last year, Canadian flour was practically unknown in Cuba. In 1917 not a single barrel was imported, in 1918 two barrels, and in 1919, 26,960 barrels valued at $347,136. Canadian brands of flour have now become so popular that the Canadian Trade Commissioner has had numerous requests from Cuban merchants that they be placed in direct communication with Canadian mills with a view to securing their representations. A satisfactory feature of this flour business is that Canadian brands are sold more on a quality basis than on price. The Cuban flour trade is quite valuable, the United States selling over ten million dollars worth in Cuba in 1917.

SEA FOODS.

The list of Canadian exports to Cuba for 1919, as itemized below, shows that there is a market in Cuba for Canadian varieties of fish other than codfish. Cuba has imported some Canadian herring for several years, but Canadian canned salmon and sardines are comparatively new to the Cuban taste. The Cuban is very fond of fish foods, and there will always be a good market for the products of Canadian fisheries, provided they are prepared according to Latin-American fancy.

DAIRY PRODUCTS.

The United States sells an immense quantity of condensed milk to Cuba, considering that Cuba is an agricultural country. In 1918, Cuban imports of condensed milk from the United States alone amounted to 39,514,956 pounds valued at $4,685,863. Imports of butter amount in value to over a half million dollars yearly, more than half of which now comes from Denmark. Cheese imports are valued at about a million dollars yearly, of which American cheese forms the bulk. Canada's exports of dairy products to Cuba amounted to only a few thousand dollars last year, yet a few years ago they were nil. If Canada can sell in competition with the United States hundreds of thousands of dollars worth of flour in Cuba, there is no reason why the same cannot be done in dairy products.

MEAT PRODUCTS.

One of the largest items in Cuba's food bill is lard. Her lard imports for 1918 reached the amazing total of 55,723,583 pounds valued at $15,728,304. Over 90 per cent of this total came from the United States, but nearly five million pounds came from Uruguay, while even Holland, China and Japan contributed their quotas. It is doubtful if there is another country in the world using so much lard per capita as Cuba. If Great Britain, for example, imported as much per capita, her bill for lard would amount to a quarter of a billion dollars per annum. It may be noted in passing that the Cuban dearly loves his food cooked in a sea of hot sizzling lard.

Cuba's imports of bacon, ham, pork, jerked beef and canned meats amounted in 1918 to $13,000,000. Of this total, salt pork accounted for over $7,000,000—nearly all from the United States, while jerked beef accounted for over $3,000,000 supplied by the Argentine and Uruguay.

Cuba's yearly imports of meat products amount, then, to some thirty million dollars in value. Of this total, Canada contributes only a very insignificant fraction. The business is here if Canada cares to go after it.

FRUITS AND VEGETABLES.

The only Canadian fresh fruit Cuba is interested in is the apple. Cuba imports apples to the value of about $100,000 yearly from the United States. Canada sold Cuba some four or five thousand dollars worth last year, but there is no reason why the Nova Scotia apple should not dominate this market, now that there is a direct Havana steamship service from St. John and Halifax. Of course, apples would have to be shipped in boxes rather than in barrels, as all fresh fruits must be turned over very quickly in this climate.

Cubans are very large consumers of dried peas and beans. In 1918 Cuba bought 12,000,000 kg. of peas from Mexico and 16,000,000 kg. of beans from the United States. Cuba's imports of beans and peas in 1918 amounted in value to nearly nine million dollars. Canada's exports of beans to Cuba have grown from 23,000 kg. in 1915 to 57,344 kg., valued at $10,071 in 1919. Canada should have a larger share of this large Cuban bean trade.

There is a growing market for canned vegetables and fruits which would pay cultivation on the part of any well-known Canadian brands.

PAPER AND PAPER PRODUCTS.

The Cuban market for paper and paper products was treated exhaustively in an article which appeared in *Weekly Bulletin* No. 853, page 1258. It was there pointed out that Cuba promised an excellent market for many varieties of paper products. Except for newsprint, however, the American preference would make it difficult for Canadian paper products manufacturers to compete in Cuba. Contracts for 2,000 tons of Canadian newsprint have been made by Cuban dealers, out of an estimated total consumption this year of 10,000 tons. As the United States has itself to buy such large quantities of Canadian newsprint, it would appear to be wise for Canadian manufacturers to enter into contracts direct with Havana publishers to supply all their newsprint. This would mean a greater degree of independence for Canadian foreign trade and more business for Canadian vessels.

BUILDING AND CONSTRUCTION MATERIALS.

An absolutely new feature of Canadian exports to Cuba is the rapidly growing trade in cement and building plaster. A year ago Cuban building interests had not heard of Canadian cement. Now they are all clamouring for it. The Canadian Trade Commissioner has received over twenty requests for Canadian cement accounts, due to the splendid reputation established by one Canadian brand. Several thousand barrels of this brand had been reaching Havana monthly until the recent shortage in Canada.

The Canadian building plaster trade with Cuba is only a few months old, yet one dealer has contracted for 60,000 barrels of Nova Scotia plaster. This dealer is so enthusiastic over Canadian plaster that he says he will soon have a monopoly of the Cuban business if he can only get deliveries of his orders.

There are cement and brick plants in Cuba, but their products are intended only for rough work that does not call for a high standard of strength and resisting power, while the production costs of these plants are at least double those of Canadian plants.

IRON, STEEL, AND ELECTRICAL GOODS.

Apparently Canadian manufacturers of these goods would not be able to compete in a market which grants such a heavy tariff preference to the United States. Nevertheless, Canadian steel rails, boilers, engines, electric fixtures, and automobile accessories have recently been sold in Cuba in spite of the fact that Canadian prices were on average of 10 per cent higher than American. The discount in Canadian funds has in some cases made competition possible; in others promises of quick delivery.

LIQUORS.

For many years a famous brand of Canadian rye whisky could be obtained at any Cuban café. Now, however, with the passing of American rye, the demand for Canadian whisky is much greater than available supplies. In fact, as soon as the old stocks of American whisky are consumed Canadian rye will have practically no competition. Care must be taken that inferior qualities or brands are not shipped to Cuba, or the splendid market built up in this country will be prejudiced. The Canadian Trade Commissioner has recently had his attention drawn to a new or unknown brand of Canadian rye which is far from being properly matured, and is giving Canadian whisky an unfavourable reputation.

SUMMARY.

In the past, then, Canada's staple articles of export for the Cuban market were codfish and potatoes. Within the last two or three years, however, even within the last few months, Canada's export trade with Cuba has considerably broadened out.

Cuba is now dependent on Canada for her malt, while Canadian flour, beans, hay, oats, apples, and other agricultural products find a ready market. The fish trade has now broadened out until it includes salmon, sardines, and other varieties as well as codfish. Canadian cement and building plaster have found an altogether new market that promises to be permanent and profitable. Canadian newsprint has a market that should take 10,000 tons annually, and Canadian rye whisky should have practically a monopoly in Cuba.

On the other hand, Canadian manufacturers, before planning to enter the Cuban market, must remember that they are entering a market where the United States has not only a substantial tariff preference, but where American brands have been sold and advertised for years—and that in a country where the popularity of a brand means a great deal. The Cuban, however, has no settled preference for American goods. He would just as soon buy in Siam or Egypt provided he gets what he wants. Canadian goods are always favourably received in Cuba. Canada's name is well known through the service of Canadian banks and railway corporations in developing the country, and Canadians are personally well liked and successful in their dealings with Cubans. With the recent establishment of direct steamship communication by the Canadian Government Merchant Marine there is no reason why Canadian trade should not make still greater progress with the "Pearl of the Antilles," particularly in view of the heavy increase of the Cuban sugar trade with Canada.

CUBA'S IMPORTS OF CANADIAN PRODUCTS.

	1913.		1919.	
Free of duty—	Quantity.	Value.	Quantity.	Value.
Undressed pine lumber..M	325,325	$ 277,970	4,208	$ 200,452
Newsprint..kg.	1,869,594	85,445	Tons. 1,500	*150,000
Other articles free of duty..	84,351	4,004	3	5
Printed matter..	178,545	8,524	.....	—
Goods subject to duty—				
Cement..brl.	.....	.....	13,235	20,572
All other earths..kg.	.....	.....	90,106	1,964
Benzine..gal.	.....	.....	196	4
All other refined oils..	.....	.....	14	50
Glass containers..kg.	3,290	146	84,353	4,112
Ordinary glass bottles..	.....	.....	9,440	1,836
Incandescent electric lamps..	.....	.....	13,108	11,811
Other glassware..kg.	645,694	150,704	211	354
Earthenware utensils..	348,769	48,131	310	142
Porcelain ware..	.....	.....	179	153
Silverware..	.....	.....	5	8
Cast-iron, iron and steel..	1,418	126	8,689	5,199
Surgical instruments..	.....	.....	109	45
Tin cans..	82,934	29,058	42	237
Copper manufacture..	.....	.....	146	431
Raw metals..	.....	.....	80	240
Metallic base colours..	1,999	199	3,628	1,179
Chemical fertilizers..	.....	.....	27,480	2,100
Chemical salts..	.....	.....	139,210	13,922
Pharmaceutical products..	419	49	662	1,169
Oils for soap manufacture..gal.	.....	.....	3,638	2,962
Other vegetal oils..	58	99	863	1,130
Soaps..kg.	.....	.....	470	620
Gelatine..lb.	.....	.....	1,806	1,405
Cotton threads..kg.	.....	.....	138	345
Knitting yarn..	.....	.....	7	12
Cloth goods..	.....	.....	53	289
Cordage..	4,230	1,358	.....	—
Sugar bags..kg.	.....	.....	103,348	39,696
Brushes..	.....	.....	78	360
Codfish oil..	539	48	.....	—
Oxides..	18,615	879	.....	—
Patent medicines..	16	10	.....	—
Cardboard packings..	18	51	.....	—
Paper in sheets..kg.	83	5	525	462
Wrapping papers..	3,690	172	23,460	2,074
All other papers..	761	347	4,788	2,685
Note paper..kg.	5,196	4,520	15,364	6,538

*(Estimated value.)

CUBA'S IMPORTS OF CANADIAN PRODUCTS.—*Continued.*

Goods subject to duty—*Con.*	1913. Quantity.	1913. Value.	1919. Quantity.	1919. Value.
Printed books, maps, etc..kg.	186	$ 210	535	$ 45
Cardboard in sheets.."	.....	4,982	.....	561
Other cardboards."	38	114	779	931
Miscellaneous undressed lumber..M	.....	300	18.3 4	904
Common furniture..kg.	11,026	1,089	8,301	4,016
Other manufactures of wood."	.....	.....	12,021	6,343
Packing cases."	90,578	2,107	379,491	14,251
Barrels."	330,562	14,958	431,604	24,967
Rattan furniture."	.....	.....	463	357
Men shoes..pairs.	.....	.....	14	83
Other leather manufactures..kg.	66	424	301	433
Sugar, mill machinery and accessories..kg.	$1,295	12,011	184,570	11,357
All other machines and accessories..kg.	12,262	1,060	18,561	8,655
Automobile accessories."	.....	.....	28,754	72,724
Cars for tramways..kg.	.....	.....	2,140	472
Steam boats."	.....	296	.....	—
Sail boats."	2	433	.....	—
Game birds and fowls..lb.	.....	.....	1,561	1,077
Salted beef."	7,698	369	558	36
Fresh beef."	.....	.....	1,134	527
Fresh pork."	.....	.....	57	25
Salted pork."	103,654	4,020	.....	—
Hams."	1,828	460	2,233	897
Lard."	.....	.....	5,427	847
Bacon..lb.	.....	.....	476	218
Mutton."	.....	.....	494	213
Other meats."	1,591	129	.....	—
Canned foods..kg.	26	57	923	443
Codfish..lb.	7,355,000	427,974	18,197,822	2,924,331
Herring."	88,282	4,289	322,973	31,750
Mackerel."	3,276	108	738	90
Canned salmon..kg.	200	16	141,535	33,832
Preserved sardines."	.....	.....	143,692	36,489
Other preserved fish."	.....	.....	81,754	20,570
Condensed milk..lb.	.....	.....	19	5
Butter."	10,761	3,244	9,818	6,651
Cheese."	7,300	992	1,456	464
Oats."	4,362,136	70,111	118,392	3,965
Barley malt."	.....	.....	16,293,849	1,029,135
Corn flours..brl.	.....	.....	207	1,980
Wheat flours."	500	2,530	26,900	347,136
Fine biscuits..lb.	.....	.....	12,352	2,017
All other biscuits."	.....	.....	1,201	279
Other flours manufactures..kg.	.....	.....	32	15
Hay..tons.	3,617	84,173	898	34,160
Other fodders."	.....	.....	149	7,693
Straw for making brooms..kg.	.....	.....	690	328
Apples..lb.	119,600	2,336	88,482	4,769
Dried fruits."	3,584	140	4,589	825
Other fresh fruits."	741	24	.....	—
Canned fruits."	.....	.....	2,376	321
Beans..kg.	907	99	57,344	10,071
Peas."	37,938	3,818	.....	—
Potatoes..lb.	18,722,417	537,202	26,408,502	1,587,568
Woollen fabrics."	526	1,062	.....	—
Tea..kg.	90	45	.....	—
Canned vegetables."	865	124	201,291	36,342
Pickles."	.....	.....	247	47
Liquors..litres.	4,200	1,900	100,138	66,915
Confectionery..lb.	.....	.....	13,333	3,936
Spices..kg.	139	50	3,743	1,920
Rubber goods."	.....	.....	128	682
Toys."	.....	.....	71	12
Pepper."	248	28	.....	—
Goods not subject to tariff..kg.	851	323	2,786	1,435
All other articles not specified	185	366	.....	—
Total		$1,498,964		$6,670,285

TRADING WITH ROUMANIA.

TRADE COMMISSIONER L. D. WILGRESS.

XI.

Facilities for Trade.

Bucharest is the most important commercial and the financial centre of Roumania. The bulk of imported supplies are distributed from this point, which is the headquarters for the leading importing firms. Goods are imported chiefly through the ports of Galatz and Braila during the summer and through Constantza during the winter. Owing to its position Galatz has also become to a certain extent a distributing centre for Moldavia, and with the addition of Bessarabia to Roumanian territory its importance in this connection is likely to increase in the future.

The chief district centres in Wallachia are Craiova and Ploeshti. Piteshti is important on account of its railway connections. On the Danube the chief centres



Sketch Map of Old Roumania before the War.

are Turnu Severin, Turnu Magurele, and Giurgiu. Slatina and Campulung are two other district centres in Wallachia worthy of mention. Merchants in these Wallachian towns receive their supplies of imported goods from importing firms in Bucharest.

Jassy is the chief town and distributing centre of Moldavia, the more important district centres being Focshani, Berlad, Botoshani, Bacau, and Roman. There are certain independent importing firms in Jassy, but the bulk of the trade of Moldavia in imported goods is handled from Bucharest and Galatz. In the Dobrudja, besides Constantza, there may be mentioned the district centres Medjidia, Silistra, Bazargic, Tulcea, and Sulina.

With regard to the new territories of Roumania, the trade centre of Bessarbia is the town of Kishinev, Cetatea Alba (Akkerman), and Tighina on the river Dniestr are important district centres. Merchants in Kishinev formerly obtained their supplies of imported goods from the Russian port of Odessa. It is probable that in future these firms will purchase the bulk of their requirements from importers in Bucharest and Galatz. The same applies to merchants in Czernowitz, the principal town of Bucovina, which was formerly dependent commercially on Vienna and Budapest.

The trade of the former Hungarian provinces of Transylvania, Banat, Crishiana and Maramuresh was formerly controlled from Budapest and supplies were ordered through firms in that city. It is likely that henceforth Bucharest will displace Budapest as the commercial centre for these territories. The leading distribution centres



Government Savings Deposit Bank at Bucharest.

of Transylvania are the towns of Cluj, Brashov and Sibiu. Temisoara is the commercial centre of the Banat and the towns of Arad and Oradea Mare of the Province of Crishiana.

REPRESENTATION.

It is thus seen that the commercial influence of Bucharest has been greatly extended and that this city has become the commercial centre for practically the whole of Greater Roumania. Canadian firms desirous of being represented in Roumania could cover the whole territory, in the case of most lines of trade by appointing an agent in Bucharest. A list of the principal importing firms and commission agents in Bucharest, Galatz and Jassy has been forwarded to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, and Canadian exporters interested in the trade with Roumania may obtain copies on application.

For the distribution of agricultural machinery and other specialized lines of trade, it would be necessary to have, under the general agents in Bucharest, sub-agents in such leading provincial centres as Braila, Galatz, Craiova, Constantza, Jassy, Kishinev, Czernowitz, Temisoara, Arad, Oradea Mare, Cluj, and Brashov.

Canadian firms seriously interested in Roumanian trade are recommended, wherever possible, to send a representative to Roumania to personally investigate the market and form connections on the spot since a great deal more can be accomplished in this way than by correspondence.

LANGUAGE.

After Roumanian, the most useful language in Roumania for business purposes is German. French is spoken by nearly all educated Roumanians and by most Government officials. The majority of the merchants of Bucharest speak French. The greater part of the internal business of the country, however, is in the hands of the Jews, who usually are more familiar with German. In the new provinces of Roumania also German is more useful than French. A traveller coming to Roumania with the intention of covering all the leading centres should therefore be equipped at least with a fluent knowledge of German if not acquainted with the Roumanian language. For conversation with the peasants a knowledge of Roumanian is essential. Correspondence with firms in Roumania may be in the French language, but catalogues and circulars should be printed in Roumanian.

WEIGHTS AND MEASURES.

The metrical system of weights and measures is in use in Roumania, and hence when quoting to firms in that country or when printing catalogues and circulars for use in Roumania, Canadiana exporters should express all units in metrical weights and measures.

QUOTATIONS.

It is desirable in all cases possible, to give quotations c.i.f. Roumanian port, since the Canadian exporter is usually in a better position to determine the ocean freight rate than is the importing firm in Roumania.

PAYMENT.

Merchandise is usually shipped to Roumania from Western Europe and North American countries by steamer and the documents, drawn against acceptance or payment, are forwarded to a bank in Roumania. Before the war three, six or nine months and (in the case of machinery and associated lines) even longer terms of payment were frequent. At the present time credit can only be extended on the basis of satisfactory bank guarantees and other security, depending in all cases upon the standing of the individual importer. Many orders have been placed during the past year on the basis of payment against arrival of the goods at Roumanian port. A bank guarantee of payment at due date is often given. In the case of firms of less satisfactory standing orders are accepted only upon the opening of a confirmed banker's credit in favour of the exporter. Information regarding the standing of Roumanian importers may be obtained at the banks and from other sources, and Canadian exporters in the interest of future trade should extend to Roumanian firms of good standing the best terms which the circumstances warrant.

POINTS TO BE AVOIDED.

Importers who have been interviewed at Bucharest have complained against the lack of consideration shown by North American exporters in demanding unreasonable

terms of payment. The unwillingness to grant reasonable facilities is a great handicap to the extension of future trade with Roumania. Another complaint has been the failure to deliver goods according to sample. The long time taken to execute orders placed in North America and the uncertain deliveries are also commented upon. Canadian firms should endeavour to pay particular attention to these points in order to maintain the excellent reputation which Canadian products have secured in the Roumanian market, as a result of the supplies shipped since the armistice.

TARIFF AND IMPORT RESTRICTIONS.

All goods imported into Roumania are subject to the Customs Tariff of 1906, but according to a recent decree the rates of duty expressed in lei have been increased five times over the pre-war rates. At the present exchange value of the lei this still works out at less, when converted into dollars, than the duties in force before the war. The duties are for the most part specific, i.e., levied on the unit of weight or measurement, and thus fall relatively higher on goods of cheap quality than on more expensive lines. The Customs Tariff is avowedly protectionist, but the position of Roumanian industry before the war only permitted the protection to be effective in the case of a few lines of goods, such as cheaper grades of textiles, paper, flour, sugar, wire, nails, bolts and nuts, etc. In view of the present shortage of all kinds of manufactured goods, the tariff becomes a consideration of little importance to the import trade of Roumania. Moreover, Canadian goods with a few exceptions of minor importance enjoy equal treatment with the goods of other competing countries. Canadian exporters need therefore not be deterred by the tariff in seeking to develop trade relations with Roumania. All commercial treaties with Roumania and the Roumanian Customs Tariff are subject to revision in the near future in accordance with the changed requirements of the country.

With a view to limiting the importations of non-essential articles, the Roumanian Government has passed restrictions on the importation of articles of luxury. Two lists are appended to this report, the first giving the articles, such as jewellery, ornaments and toys, confectionery, etc., of which the importation is absolutely prohibited, while the second list includes a great number of non-essential articles of all kinds, the importation of which is permitted only under license of the Ministry of Commerce and Industry. The importer should therefore, in the case of all goods mentioned in these restrictions, make the necessary arrangements in regard to the import permit before the shipment leaves the country of origin.

Where possible, invoices for goods shipped to Roumania should be certified at a Roumanian Consulate.

CO-OPERATIVE SOCIETIES.

The co-operative movement is an important factor in the internal trade of Roumania and requires to be taken into consideration by Canadian firms anxious to develop business relations with this market. The number of co-operative societies has greatly increased in recent years, both in the Old Kingdom and in the new territories. These societies are of various kinds, some being consumers' societies for the co-operative purchase of goods, others being producers' societies for the sale of produce. The movement has embraced the urban as well as the rural populations. Thus in Bucharest there are 150 urban co-operative societies with a total membership of 40,000. There are many societies of peasants, land lessees and estate owners for the co-operative purchase of machines and other supplies, for the sale of produce in common, and for the protection of mutual interests.

The Government has encouraged the co-operative movement by various means, and the employees of Government departments and state undertakings, such as the railways, are organized into co-operative consumers' societies under government supervision. The organization of credits for agriculturists has been provided by credit

institutions for both the large landowners and for the peasants. These credit institutions are under the direction of the Ministry of Finance. The number of rural banks for peasants in Old Roumania is over 3,000. In connection with the rural banks consumers' co-operative stores are operated, at which members may purchase what they require.

FEDERATION OF RURAL CO-OPERATIVES.

These co-operative stores have recently been organized into a central federation for the purchase of supplies and for the sale of the products of the peasants, who are members of the stores. The central organization is known as the Federation of Rural Co-operatives, and the head office is at Calea Mosilor No. 41, Bucharest. The financial operations of this society are supervised by an official of the Ministry of Finance in the capacity of a joint general manager, but the commercial operations are conducted on the same basis as a private company.

The Federation of Rural Co-operatives is still in process of organization, but already it disposes of a capital of approximately 50,000,000 lei and a membership of 2,000,000 individuals. At present the branches, to the number of 3,000, are confined to the old kingdom, but it is hoped to soon extend the operations of the Federation to embrace rural co-operative stores in the new territories. Village priests, who in Roumania are state officials, are active in the organization and management of rural co-operatives and the president of the Federation is a priest.

The Federation deals in all kinds of articles required by the peasantry, and sells the agricultural products which the individual members bring to the stores in liquidation of their purchases. At present the Federation has large warehouses at the principal ports and at Bucharest, but it has not yet the proper organization of storage facilities in district centres and the staff of trained mechanics necessary for the efficient distribution of agricultural machines. It is hoped to shortly build up the necessary organization for this purpose. This would have an important influence on the trade in agricultural machines, eliminating to some extent the necessity of distribution by dealers throughout the country.

The Federation of Rural Co-operatives has recently purchased a large quantity of goods from Great Britain under a credit for £400,000 granted by the Co-operative Wholesale Society of Manchester. Orders on a credit basis have been placed for Canadian woollen goods to the amount of several million dollars with the representative in Bucharest of the Canadian Woollen Manufacturers' Association. The Federation have at their disposal a large quantity of corn, rape-seed, and millet and some timber. An export permit was recently granted this society for the purpose of shipping corn and millet, and with the proceeds from this export they are to purchase ploughs and other agricultural implements from Czecho-Slovakia and to liquidate a part of the debt incurred through the purchase of goods from Great Britain. The writer in an interview with the managers of the Federation of Rural Co-operatives was informed that they would like to receive quotations and other particulars from Canadian firms in a position to supply all kinds of textiles; cotton yarn; cotton thread; boots and shoes; binder twine; typewriters; sewing machines; agricultural machinery and implements of all kinds; safes; tires; motor cars and trucks; tractors; leather; clothing; newsprint paper; cables, copper or steel; steel plates; locomotives, small, for logging; rails; galvanized iron sheets; bolts and nuts; tools; tool steel; nails; screws; wire; electric motors; saw milling and woodworking machines; logging equipment; enamelled ware; aluminum ware; portable engines; oil engines; superphosphates; flour mills; etc.

URBAN CO-OPERATIVES.

Along the same lines as the Federation of Rural Co-operatives there was formed last year a union of town co-operative societies. This organization is known as L'Union Federale des Co-operatives Urbaines, with the head office at Strada Armen-

easca No. 1, Bucharest. It is composed of more than 220 town co-operative societies in different centres with a total membership of over 105,000 heads of families, representing a total of 430,000 individuals. New societies are being added to the union from time to time. The membership is composed of professional men, town workers and their families, who subscribe from 50 to 2,000 lei each. The Federation is under the direct control of the Ministry of Finance, and the Government has placed at the disposition of the co-operatives a working capital of 40,000,000 lei.

The Federation of Urban Co-operatives deals in all kinds of goods required by the members, but especially in food products. They have 140 distribution centres with storage facilities and central depots. The management would be interested in receiving quotations and other particulars from Canadian firms in a position to supply canned foodstuffs and provisions of all kinds, textiles, sheetings, cotton yarn and boots and shoes.

Another example of a town co-operative society is the "Mercur" co-operative society, Strada Batistei No. 14, Bucharest. This is a private society of town dwellers with a nominal capital of 800,000 lei and with over 1,000 members. They operate two stores in Bucharest, and one each in the towns of Constantza, Galatz and Ploeshti. The total turnover for 1919 in Bucharest alone was 6,000,000 lei. They deal only in food products and would be interested in hearing from Canadian firms able to supply canned fruits and vegetables, canned meats, canned fish and condensed milk. A new town co-operative society along the same lines as the "Mercur" is being formed with a working capital of about 30,000,00 lei to open branches throughout the country and to establish factories of various kinds. The directors of the "Mercur" are active in the organization of this society.

TRADING WITH GREECE.

Trade Commissioner W. McL. Clarke.

IX.

THE PORT OF PIRAEUS.

Piræus, in pre-war days the fourth port of the Mediterranean, ranking after Marseilles, Naples, and Genoa, is the first Greek port, and serves as the nation's principal distributing centre. Latterly it has also assumed a very important place in the transit trade of the Near East and cargoes for Smyrna, the Balkans, Southern Russia and Asia Minor are often now unloaded here to be shipped later to their respective destinations. The port of Piræus is linked with the rest of Greece by three railway lines running to continental Greece, the Peloponnesus and Thessaly. This last route also connects Greece with central Europe via the Monastir-Salonica railway. In future Levant trade the writer is of the opinion that this port with its strategic position will play a most significant part provided, however, that the plans now blueprinted for enlarging the harbour and bettering the port and customs facilities are immediately carried out. As at present constituted the Piræus is composed (1) of an outer port, (2) of the harbour itself for large ships, and (3) of the inside port which is reserved for small vessels and sailing ships. The scheme now approved, however, and which it is understood will be carried out by a firm of English engineers, will mean the deepening and enlarging of the harbour and the building of quays along which the ocean liners may berth. The wharf accommodation is to-day patently inadequate and the writer saw bales of goods and cargo of various descriptions piled along the quays in the open without warehousing accommodation of any kind. Merchandise also, it is further claimed by importers, has often to be left too long on lighters, to the detriment of the goods themselves. The fact is that business at the Piræus has absolutely outgrown the present facilities, whose immediate extension is imperative.

Naturally the proposed new quays, of some 8 kilometres, new warehouses, a new customs house and improved loading and unloading facilities—which will suffice for a movement of 5,000,000 tons of goods—will do much when completed to relieve the present inconvenience and to ensure a most important future to the port.

PRE-WAR STEAMSHIP COMMUNICATIONS WITH GREECE.

The following were the principal steamship companies in pre-war days operating direct lines of navigation with Greece: (1) the Austrian Lloyd, which was the most important steamship company in the Ner East running weekly between Trieste and Piræus; (2) the Messageries Maritime, the second most important Near Eastern line running direct from Marseilles to Piræus via Naples every fourteen days and from Syra to Marseilles via Patras; (3) the Cunard line every three weeks to Piræus from Liverpool; (4) the Ellerman line every six weeks from Liverpool to Piræus; (5) the Deutsche Levant line running every four days from Hamburg and Antwerp to Piræus; (6) the Norddeutscher-Lloyd every two weeks from German ports to Piræus; (7) the Atlas-Dampferlines running every three weeks from German, Dutch and Belgian ports to Piræus; (8) the Richmers line every month from Hamburg to Greek ports; (9) the Royal Dutch Steamship Company every two weeks from Amsterdam and Rotterdam to Piræus; (10) the Fraissinet and Company, a weekly service between Marseilles and Piræus; (11) the Westcott and Lawrence line, a fortnightly service from London and Antwerp to Piræus; (12) the Johnstone line every two weeks from Liverpool to Greek ports; (13) the Austro-American line running a twice-a-week service from Trieste to Patras and a weekly service from Patras to New York; (14) the Marittima Italiana from Italian ports to Greek ports weekly; (15) Società Italiana di Servizii Marittimi from Adriatic Italian ports to Piræus; (16) the Puglia line every week from Brindisi to Western Greek ports; (17) the Bulgarian Steam Navigation Company, weekly from Piræus to Varna; (18) the Roumanian line from Piræus to Constanza (weekly); (19) the Greek National Steam Navigation Company, a fortnight service from Piræus to New York.

TAP-LINES.

It should be noted that many of these companies not only touched the Piræus but also called at other Greek ports, while they not infrequently ran lines from Greece to other Near Eastern ports. For example: (1) the Austrian-Lloyd maintained, in addition to the service mentioned already, a weekly service between the Piræus and Constantinople direct; a weekly service between Piræus and Constantinople touching Syra, Samos, Chios, Smyrna, the Dardanelles and Gallipoli; a weekly service between Piræus and Calamata, Patras, Corfu, Brindisi, and Trieste; a fortnightly service Alexandria-Patras-Corfu-Brindisi-Trieste; a fortnightly service from Piræus to Volo, Salonica, Cavalla and Constantinople; a weekly service from Piræus to Crete, Patras, Corfu, and Trieste. (2) The Messageries Maritimes operated a bi-monthly service from Piræus to Constantinople via Smyrna and another line every two weeks from Piræus to Odessa and other Black Sea ports via Smyrna and Constantinople. (3) The Norddeutscher-Lloyd maintained a fourteen-day service between Piræus, Smyrna, Constantinople, Odessa and Nicolaioff and a bi-monthly service between Smyrna, Constantinople, Batum and Piræus.

It is evident from the foregoing that Greece in pre-war days had many different steamship communications with European countries and that Germany, Austria, France and Italy especially were alive to the opportunities of Levant carrying trade. British tonnage entering Greek ports of recent years had dwindled down considerably from the high percentage entering under the red ensign ten and fifteen years ago, and even the English vessels latterly arriving for the greater part carried only coal. British goods unloaded for Greece in Greek ports very frequently came on German, Belgian, Dutch or French lines via Hamburg, Antwerp, Rotterdam or Marseilles.

This transhipment system, it was stated to the writer by one of the most important shipping concerns in Greece, did much to retard English trade with Greece and to promote the sale of the goods of competitors. The Greek always prefers to receive his goods direct from country of origin and has not infrequently been known to pass over inviting offers from other countries in order to secure his goods direct.

CANADIAN CONNECTIONS SHOULD BE ESTABLISHED.

The writer is convinced that a line of steamships operating monthly, or every two months at first, from Canada to the Piræus is one of the first essentials to Canada's trade success in Greece. This line would also have good precedents for extending its service to other Near Eastern ports, e.g. Salonica, Braila, Galatz, Constanza and Constantinople. In other reports sent out from this office the writer has observed the imperative necessity of a Canadian Mediterranean steamship service for Canadian Mediterranean trade. It hardly seems a practical plan owing to the length of line required to operate one through line from Canada to Piræus via Barcelona, Marseilles, Genoa and Naples or via North African ports, and the writer is therefore forced to conclude that a Western and Eastern Mediterranean Service—one of which should touch North Africa—are wanted in the interests of Canadian export trade with Spain, Italy, Greece, Northern Africa, and the Levant Countries. The United States has re-established and enlarged oceanic communications with the Mediterranean countries and it is not too much to demand that Canadian interests in these ports—and they ought to be many—should be served by Canadian and not American or English lines. The need of such a Canadian service to Greece and the Levant was insisted upon by the majority of the importers and business men interviewed and the writer's own investigations and study confirm this opinion. The writer's own view, moreover, is that Canadian interests can best be promoted by operating a *Canadian* line and not a service based on some "working agreement" with another State.

THE FINANCIAL SITUATION IN GREECE.

In accord with the peace preliminaries between Greece and Turkey in 1897, the International Financial Commission, consisting of delegates from Germany, Austria, France, Great Britain, Italy, and Russia, the mediating powers, was set up in Greece in connection with the Greek Ministry of Finance to control the collection of revenue, required for the services of the national debt, which then amounted to 767,941,014 dr., including a war indemnity to Turkey of 150,000,000 dr. It was agreed that the revenue should be derived from the receipts provided by the monopolies of salt, petroleum, matches, playing cards, cigarette paper, Naxos emery, from the stamp duties and taxes on tobacco, and from the custom houses of Piræus, Laurium, Patras, Volo, and Corfu.

The International Financial Commission immediately effected an improvement in the Greek financial situation, and the national debt was continually reduced by the redemption of bonds, while the surplus revenue payable to the State steadily increased from 18,000,000 dr. in 1905 to 35,000,000 dr. in 1916. The Balkan wars, however, entailed heavy additional expenditure, and a new loan of 500,000,000 dr. was issued in 1914. For its amortization were assigned (1) the surplus revenues of the International Financial Commission; (2) new duties on rice, sugar, and petroleum; and (3) the custom house receipts of Salonica and Cavalla.

By the end of 1914 Greece's national debt had increased to 1,383,351,955 dr., and on December 31, 1918, to 2,431,925,845 dr. The table appended illustrates the various items of this last-named figure:—

	Dr.
Loan in gold of the Three Powers in 1833	48,546,011
Old loans in gold	454,538,000
New loans in gold	611,873,500
Temporary loans in gold	98,233,963
Interior loans in drachms	202,709,945
Book credits of France, England and United States, loan of 750 millions	938,600,000
Special bank credits	25,302,000
Floating debt	52,122,426
Total	2,431,925,845

It is evident therefore that the war has left Greece with a national debt almost double that of 1914. The situation, however, cannot be considered alarming, and from an examination of the following data there seem to be many favourable facts in the situation which preclude any pessimistic views as to the future.

Revenues for National Debt Increasing.

(1) In the first place, the returns from the revenues at the service of the national debt have continually grown larger during the war, despite the fact that the custom house receipts assigned for this purpose have materially grown smaller.

Immediate Amortization Not Necessary.

(2) A very small part of the public debt demands immediate amortization.

Floating Debt Decreasing.

(3) Not only has the floating debt not been inflated during the war, but throughout the past four years very large sums have been written off.

Country's Wealth.

(4) The country is exceedingly wealthy to-day, due largely (*a*) to the highly remunerative rates paid by the Allied Governments in requisitioning a very large part of Hellenic merchant marine, and to the fortunes made by other shipowners who sold or chartered their vessels; (*b*) to the presence of large allied armies in the country.

An evidence of Greece's present wealth is reflected in (*a*) the increased bank deposits. These arose from 383,000,000 dr. in 1910 to 493,000,000 dr. in 1913, to 691,000,000 dr. in 1916, and to 850,000,000 in 1917. At the end of the January-June period, 1918, the bank deposits amounted to 1,175,820,570 dr. More recent figures were not accessible when the writer was in Greece, but it was estimated that at the end of 1919 bank deposits would approximate or even surpass the 2,000,000,000 dr. mark. (*b*) The share issues in 1918, which amounted to 193,000,000 dr.; (*c*) the internal loans during the war, which amounted to 175,000,000 dr.; (*d*) the financing since the cessation of hostilities of extensive purchases in Turkey, Bulgaria, and Roumania, the money due to Greece from this last-named country alone and deposited in Roumanian banks, owing to the embargo on the export of capital, amounting it is estimated at 800,000,000 lei.

Covered Currency.

(5) Although the bank note circulation has increased from 310,604,185 dr. in 1913 to 1,406,343,395 dr. in 1918, 96 per cent of this latter amount or 1,355,901,957 was covered as against 53 per cent or 165,825,610 dr. in 1913.

There may be pointed out in this connection the law known as the Dragoumis Act of 1910, which regulates the extent of the monetary circulation in Greece.

According to this law bank notes in circulation are covered by deposits in foreign banks without excluding additional notes covered by gold deposits in the issuing bank. This mechanism for regulating currency instead of the system of covering bank notes in circulation on the basis of a certain percentage of deposits, was thought out by the Governor of the National Bank and was approved in 1910 by the International Financial Commission and also by the Greek Parliament. The principal advantage claimed for the system is that the capital assigned to cover the note circulation is productive, interest being paid on the deposits abroad. Furthermore it is claimed that under this system the bank's circulation is entirely covered and is not on a percentage basis of deposits, and it is argued that this fact assists in stabilizing exchange. It is also said to be flexible in its working, as note circulation may be increased with an increase in the savings abroad.

Stabilized Exchange.

(6) A noteworthy feature in Greek finances during the past two years has been the stability of foreign exchange. The factors contributing to this stabilizing in addition to the law already mentioned may be enumerated as follows:—

(*a*) To the decision of the National Bank to regulate the price of French and English exchange on the basis of the parity of the American dollar, in the country of which currency Greece had already large deposits, instead of fixing the rate of exchange on the Greek market on the basis of supply and demand in Greece which would have occasioned a lowering of the French and English exchange; (*b*) to the decreasing purchases abroad on account of the blockade and transport difficulties; (*c*) to the agreement with the United States, France and England whereby the credits granted by these powers were to be considered as deposits held abroad and at the disposal of the National Bank of Greece and against which the bank could issue notes; (*d*) to the severe control exercised by the Government over all remittances abroad; (*e*) to the enormous profits of the merchant marine.

It should be pointed out, however, that since February, 1920, the Greek Government has withdrawn the artificial regulations controlling exchange, and at date of writing the drachma is quoted at about 11 cents to the dollar in New York and the pound sterling at 35½ dr. in London.

Ordinary Revenue and Expenditure.

(7) The ordinary state balance sheet at the end of each successive fiscal year has only shown a deficit five times in the last nineteen years. The following table illustrates Greek expenses and revenue during the past five years:—

Year.	Revenue.	Expenses.	Inc. or Dec.
Financial year 1914-15..	567,147,742	555,260,269	+11,887,473
" " 1915-1	443,122,416	476,532,281	—33,409,865
" " 1916-17..	313,251,096	363,207,098	—49,956,002
" " 1917-18..	446,699,094	440,288,881	+ 6,410,213
" " *1918-19..	1,248,691,273	1,241,714,338	+ 6,976,935

*Including the Book Credit loan of England, United States and France, amounting to 750,000,000 dr.

To meet the present and future financial needs of the country the Government has recognized the necessity of revising its fiscal policy, and a number of laws have been passed imposing new taxes or increasing those in force. This fresh legislation of 1919 on direct and indirect imposts will it is estimated yield the state some 113,950,000 dr.

Old Greek Debt.

(8) It should also be noted that the number of the Greeks holding coupons of the Old Greek loans (gold) prior and up to 1898, is continually increasing. For the years 1898 and 1916 the percentages were as follows:—

Year.	Germany.	England.	France.	Russia.	Greece.
	p.c.	p.c.	p.c.	p.c.	p.c.
1898	22	54.10	21	0.18	2.50
1916	10	37	3	..	48

Conclusion.

If to the foregoing considerations there be further taken into account what may be termed intangible reasons for optimism, viz: (1) that as it is recognized that Greece is essentially an agricultural country, the Government is likely to follow out a progressive agricultural policy, and that agriculture will increasingly flourish; (2) that the Greek mercantile marine will continue to net considerable revenue to the state; (3) that export trade will revive and will grow larger with more intensive land cultivation; and (4) that certain Greek industries will undoubtedly be developed—it may be argued with a considerable degree of cogency that the Greek financial situation needs no apology and that the Greek market therefore for commercial trading is fundamentally sound.

SUMMARY OF SPEECH GIVEN BY CHAIRMAN OF IONIAN BANK.

Since writing the foregoing an account of the address given by the chairman of the Ionian Bank, Ltd., in a general meeting at London on May 11, 1920, has come into the commissioner's hands from the columns of the *Economist,* and the writer has thought it of sufficient interest to point out some of the salient features of this speech.

The chairman said in part: In a sense it might be said that Greece had emerged from the great war financially sounder than most other of the combatant powers. In using those words he was not thinking of the miniature Stock Exchange bubble which burst itself in August, 1918. The collapse came fortunately in time, and the period of comparative stagnation in Stock Exchange speculation which ensued, and which lasted through practically the whole of the year 1919, had been mild in effect as well as beneficial in nature. For instance, it was noticeable that the general level of the price of securities in Greece in December, 1919, though appreciably lower than the level of 1918, was still far above that of the preceding year, 1917.

Generally speaking, however, that speculation episode had been a negligible factor from the point of view of Greek commerce and finance during the past year. The really important factor for both had been the necessity of re-stocking and re-victualling the country, and in Greece that operation had resulted in the same disproportionate excess of imports over exports and the same straining of the exchange which had been witnessed in every belligerent country in Europe. Only, in the case of Greece as in the case of Great Britain, that result had been accentuated and intensified by the amount of *entrepôt* trade which had centred in Greece as a distributor for the Balkan States. In spite of such a handicap, however, the commerce of Greece remained sound at heart, even while rapidly expanding in volume. With regard to the condition of the public finances in the country, it must be remembered that Greece was bearing a heavy burden. The new territory awarded to her and the conditions prevailing there necessitated her keeping 300,000 men with the colours, and as long as she had to shoulder such a disproportionate liability, that liability was bound to disorder her finances and to prevent the adoption of that policy which alone would enable her to reduce the paper circulation of the drachma. It spoke volumes for the inherent soundness of the country that, notwithstanding such a crippling necessity, the national debt of Greece to-day was only double what it was before the war, and, further, that the ordinary revenue was proving elastic and productive beyond all expectations to such an extent that the international financial control was this year able to make payment in full of last year's coupons of the old loans.

SOUTH AFRICA'S IMPORTS.

Trade Commissioner W. J. Egan.

XI.

Paper—All Kinds.

Cape Town, July 14, 1920.—As with every part of the world, the paper situation is very difficult in South Africa, and this office is loaded with requests for supply, or complaints *re* non delivery of orders placed in Canada.

Having interviewed the paper manufacturers last year while in Canada, and kept in close touch with the paper trade papers and the representatives in South Africa of Canadian paper exporters, I have been able to convince the importers that the Canadian paper concerns in Canada are anxious to supply this market with a fair share of their requirements.

The customs authorities of the Union have at the request of this office added statistics of quantity to the import tables of newsprint and wrapping paper. These quantities are not shown in the annual statement for the year 1919 because these entries started in March of last year, but from the end of this year these figures will be in evidence and this will be an advantage to Canadian manufacturers. Another feature of the Union's statistics returns of import is separate entries for cardboard, also paper manufactures (not stationery, wrapping or newsprint).

Cardboard Imports

(Including Pasteboard, Millboard and Strawboard).

	Value. 1918.	Value. 1919.	Decrease or Increase.
Total for Union	$577,500	$708,200	+$130,700
Canada	32,585	150,250	+ 117,665
United States	105,175	254,500	+ 149,325
United Kingdom	113,100	140,650	+ 27,550
Sweden	156,000	75,500	— 80,500
Holland	102,100	43,175	— 58,925
Japan	46,900	55,975	+ 9,075
Norway	16,640	3,315	— 13,325

Previous to 1918 the pasteboards, etc., were included in the entry headed printers' and bookbinders' material. Imports of this nature from Canada have been highly commended by the printing and boxmaking trade.

Cardboard Imports.

	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for Union	$118,000	$222,400	+$104,400
Canada	110	3,240	+ 3,130
United States	750	98,120	+ 97,250
United Kingdom	97,000	115,950	+ 18,950
Germany	16,500	.....	— 16,500
Holland	950	1,350	+ 400
China	.....	3,075	+ 3,075

The possibilities of this trade have been submitted to several Canadian manufacturers, and at one time last year the arrangements made by some of these manufacturers seemed to indicate a real endeavour; since then, however, the supply of raw material has been so uncertain that the proposed export endeavour in quantity has been abandoned.

Paper Bags.

	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for Union	$195,000	$467,875	+$272,875
Canada	.....	23,825	+ 23,825
United States	21,500	255,400	+ 233,900
United Kingdom	166,000	181,350	+ 17,350

Canadian manufacturers of paper bags who have considered export have had data submitted to them showing the kind of bag required and the packing of same for the several districts throughout the Union.

One firm is making a real endeavour and this trade should increase, the trade here stating quite naturally, if Canada can ship us paper, why not the finished article in bags.

Pre-war, the bulk of the imports were from the United Kingdom, and the greater part of same were from Belfast and district.

During the war, Holland, Sweden and Japan shipped in small quantities.

With anything like normal supply for the bag manufacturers, there would seem to be no reason why Canada should not secure the greater part of this trade.

Printing Paper.

	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for Union	$900,000	$2,476,200	+$1,576,200
Canada	210,000	748,575	+ 538,275
United States	6,800	961,400	+ 954,600
United Kingdom	445,000	281,825	— 163,175
Germany	65,000	.....	— 65,000
Sweden	55,000	175,275	+ 120,275
Belgium	32,000	625	— 31,575
Norway	26,100	302,300	+ 276,200
Holland	5,200	1,195	— 4,005
Japan	.....	1,240	+ 1,240

For the last eight months of 1919, the total quantity of printing paper (newsprint flat and roll) imported was 203,905 cwts. The details for the several countries are not to hand.

The demand for Canadian newsprint is as strong as ever, but owing to limited deliveries during the first five months of this year there was a considerable panic among the newspapers, as stocks were down to their lowest possible point. Recent deliveries have relieved the situation to some extent, and as there is a promise of certain deliveries and a guarantee of ocean freight carriage, the position for the South African newspapers should be about normal towards the end of this year.

Sweden, which supplied paper to the value of $701,500 in 1918, shipped only $177,275 last year, which is about one-half of her supplies in the year 1917.

In addition to the imports shown in the above table, there is a big import of printing paper for the South African Government, averaging pre-war about $90,000 a year.

Wrapping Paper.

	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for Union	$375,000	$1,579,650	+$1,204,650
Canada	7,000	537,175	+ 530,175
United States	900	345,400	+ 344,500
United Kingdom	60,000	155,100	+ 95,100
Sweden	135,000	300,350	+ 165,350
Germany	70,500	.....	— 70,500
Norway	65,000	237,640	+ 172,640
Belgium	19,000	240	— 18,760
Holland	2,500	1,825	— 675

During the war Italy shipped to South Africa $41,000 of wrapping paper, and in the year 1918 Japan shipped to a value of $6,820. As with newsprint, Sweden's shipments to South Africa of wrapping paper dropped more than half from the year 1918.

Canada's wrapping paper stands high for quality and packing methods with all South African importers, and the manufacturers exporting the greater quantity are keenly appreciated for the splendid results achieved in their shipping endeavour during the war period, when shipping was at such a high premium.

Unfortunately, it is impossible to give the statistics of quantity imported from each country last year. The total imports for the last eight months of this year were 77,783 cwts.

Paper Manufactures.

(N.o.d. and Not Stationery).

In past years these papers were bulked with the entry for stationery; from last year on they will be shown as a separate entry and this table should be of value to manufacturers of bond and such papers.

The total imports last year were to a value of $269,800. The imports from the several countries were Canada $19,960, United States $104,200, United Kingdom, $59,150, Sweden $48,900, Norway $25,750, Japan $10.340, France $1,800, and India $560.

Wallpaper.

	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for Union	$200,000	$172,650	—$27,350
Canada	220	32,530	+ 32,330
United States	2,200	6,050	+ 3,850
United Kingdom	180,000	118,550	— 61,450
Germany	15,000	.....	— 15,000
Belgium	2,700	.....	— 2,700
Sweden	.....	8,430	+ 8,430
Norway	.....	7,000	+ 7,000

The value of representation is shown by the figure of trade for Canada. Last year's trade would have been much larger if the Canadian manufacturers could have shipped all orders placed.

The same applies to this year, as it has been reported to this office by importers and agents that the Canadian manufacturers have had to refuse orders owing to scarcity af paper and other conditions.

One feature of this trade greatly appreciated by importers in South Africa is the decision by some Canadian manufacturers of wallpapers to meet the local demands by making the width suitable to this country.

Books Printed.

The average annual import of printed books is over one million dollars, and the greater portion of this is and has always been from the United Kingdom. These imports from Canada will not average more than $300 a year. The United States shipments have averaged about $20,000 a year up to last year, when the total imports were $101,500. Printed books from India average in value $3,500 a year. Holland pre-war averaged about $50,000; last year the value had increased to $86,800. Pre-war Germany's trade in this line averaged about $15,000 a year. Last year the imports from that country were to a value of $85.

Stationery and Books—All Other, n.o.d.

	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for Union	$567,000	$1,628,400	+$1,061,400
Canada	145	35,530	+ 35,385
United States	65,700	644,100	+ 578,400
United Kingdom	408,000	$62,000	+ 454,000
Germany	41,400	140	— 41,260
Holland	16,800	12,500	— 4,300
Belgium	4,000	510	— 3,495
France	3,800	3,690	— 110
Japan	.....	43,325	+ 43,325

During the war there was a fair import under this heading from both Sweden and Norway. Last year their imports dropped to a very small amount, and pre-war their trade was almost nil.

A big trade could be worked up for Canada on stationery and pads, oilcloth and other plain ruled copy books. Some of the Canadian manufacturers have shown an interest in the possibilities, but on account of paper condition have advised this office that they cannot make the effort for some time to come.

Printed Matter, n.o.d.

This import trade has averaged about $800,000 annually. The reason for the lower average last year is because one of the lines included in the past is now shown as a separate entry. The great bulk of these imports have always been from the United Kingdom.

Pre-war, Germany averaged annually $50,000. The United States averaged $30,000—their trade increased to $88,825 last year; and Canada's trade, which averaged about $1,500 annually, was $6,240 last year. Other countries sharing in the trade in a small way are Holland, Sweden, France, Japan, and Australia.

Cards—Playing.

Owing to a special protection duty, playing cards manufactured in South Africa have always held the bulk of this trade. Since 1914, owing to the difficulty of South African manufacturers in securing raw materials, the import in quantity has gone up from 179,311 packs valued at $21,900 in the year 1914 to 528,834 packs valued at $96,375 last year. The imports are from two countries only—the United States and the United Kingdom. Last year's share of the trade secured by the United States was 498,132 packs valued at $90,410, and the United Kingdom 30,250 packs valued at $5,965.

Music Printed.

Canada has never shipped to South Africa. The total imports average annually $48,000, of which an annual of about $45,500 comes from the United Kingdom. The United States have increased their trade in this line for the past three years. Other countries shipping in small quantity are Germany, Holland, France, and India.

Bookbinding Cloth.

In this section of the review of imports are included lines kindred to the paper trade, and bookbinding cloth is shown as a separate entry for the first time last year. The total import was $57,380, of which $15,000 came from the United States and $37,260 from the United Kingdom. Belgium and France are credited with very small amounts.

Bookbinders' Material—Roller Composition.

This is another item shown for the first time in the statistics of imports. The total imports last year were 33,552 pounds valued at $18,960. Canada shipped 7,215 pounds valued at $5,250, and the United States 26,337 pounds valued at $13,710.

Type, Metallic.

The total value of this article of import in the year 1919 was to a value of $28,000. The United States shipped $51,850, the United Kingdom $22,000, and Australia $130.

Printers' and Bookbinders' Material—N.o.d.

	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for Union	$255,000	$98,800	—$131,200
Canada	2,600	4,040	+ 1,440
United States	11,000	20,570	+ 9,570
United Kingdom	163,000	67,075	— 85,925
Holland	27,100	25	— 27,075
Germany	26,000	45	— 25,955
Sweden	21,000	310	— 20,690
Japan	.....	510	+ 510

To the readers interested in this table of import, it is well to remember that last year's total is lower because items shown separately for the first time last year were formerly included in this entry.

Ink—Printers'.

The average annual import of printers' ink before the war was to a value of $50,000. Since then the import value has increased each year, and last year's total was $158,700. Canada's share last year was $1,590, the United States $80,270, the United Kingdom $74,250, and Japan $2,520. Pre-war the bulk of this trade was held by United Kingdom manufacturers, and Germany shared an annual average of $5,000. Holland in the past shipped a little each year, but has not exported to South Africa since the year 1915.

Ink—Not Printers'.

The average annual value of this article before the war was $37,500, and although there has been some manufacturing of ink in South Africa during the past four years, the value of import has increased each year since the war, and last year's imports were $90,000. The United Kingdom has always held the bulk of this trade, but last year's United Kingdom figures were $86,250. The United States, Holland, and Japan shipped in very small quantity.

Typewriters.

With the exception of 1915, when the total imports of typewriters were only 842, the average annual imports since 1910 have been 2,234 machines up to 1918; last year this increased to 3,175 machines valued at $231,800. Thirty of these machines were from Canada, valued at $1,475. The United States shipped 3,068 valued at $211,675, and the United Kingdom 76 machines valued at $4,380. Pre-war, Germany shipped annually about 115 machines and Belgium 15 machines each year.

The import of accessories for typewriter machines totalled in value last year $36,200, Canada having $40 to her credit, the United States $27,150, and the United Kingdom $8,980.

South African Printing and Publishing Establishments.

The Canadian paper manufacturing and allied trades will be interested in the following information and statistics regarding the number of establishments in the Union using printing papers and sundry lines.

From a total of 222 printing and publishing houses in operation in 1915-16, the number had grown in 1917-18 to 282, and there is every prospect of a continuance of steady growth.

Out of a total of approximately $3,900,000 worth of materials used in these establishments during the year under review, only $22,865, or a little more than one-half of one per cent, was of domestic origin.

The following is a detailed statement of the classes of material used during the year 1917-18:—

Description.	Quantity. Lb.	Value. $
Paper for newspapers	12,620,407	1,156,677
Paper for books, periodicals, pamphlets, job printing and bags	.....	2,135,110
Straw and other boards	.....	297,910
Cloth	.....	56,087
Leather	.....	35,617
Ink	.....	95,126
Other materials	.....	87,832

It may be of value to the Canadian exporter to know that the newsprint mentioned in the foregoing statement produced newspapers, magazines and other periodicals, to a value of $4,459,120.

The value of job printing, including ruling, lithographing, bookbinding and sundry work produced in the Union, reached a total of $6,246,410. Paper bags and cardboard boxes were manufactured to the amount of $615,726.

NOTES OF INTEREST FROM CHILE.

(Contributed by George Mallett).

Railway Transportation Difficulties.

Valparaiso, July 25, 1920.—After a prolonged investigation into the vexed question of the deficiency of railway transport facilities, it is recognized that the State railways have arrived at their maximum capacity for transport, which is only about half of the nation's requirements.

In view of the difficulty of raising the projected foreign loan for the purchase of rolling stock and general material, it is recommended that the Government do all possible to stimulate the construction of equipment in the country.

There is business to be done in the sale of railway material to the Government, if offers were carefully negotiated, backed up by ample extension of credit, which could well be compensated for by large profits. The case is urgent, the whole country is crying out for relief. The producer cannot reach his markets, and the consumer is suffering from famine prices in a land of plenty.

As no addition has been made for about eight years to the material, to meet the requirements of the natural increase from ordinary development, this would be sufficiently serious in itself, to say nothing of the deterioration of rolling stock from the heavy strain put upon it. It is interesting to walk alongside a freight train, and read the records on each car or truck of the place and date of repairs.

In view of the coal shortage and its serious inconveniences, the State railways are carrying out active experiments with a view to adapting the locomotives to oil fuel.

New Shipping Services to North America.

The American Steamship Corporation is establishing a line of steamers between Valparaiso and Seattle, connecting with all principal ports on the west coast of South, Central and North America. The pioneer of the fleet, just arrived, the *Meriden*, which came off the stocks of the Albinia Engineer and Ironworks Company of Portland, Oregon, last year. The company state that a twenty-day service will be established as soon as necessary arrangements are concluded.

The Pacific Steam Navigation Company of Valparaiso, as agents, are issuing a circular to their clients notifying them that the Pacific Motor Ship Company has established a monthly service between this coast and San Francisco, receiving cargo also for Los Angeles, Tacoma, Seattle and Vancouver. This service will be made by the modern motorships *Balcatta, Boobyalla, Babinda* and *Benewa,* ships constructed within the past twelve months and meeting all Lloyd's requirements; the service commenced with the sailing from Valparaiso of the motorship *Balcatta* early in August.

Commercial and Industrial Development.

Interesting figures have been published by the Office of Internal Taxation, showing the extraordinary commercial development taking place, and the flourishing condition of native and foreign enterprises domiciled in Valparaiso.

In 1900 there were 68 Chilian companies in existence, with a paid-up capital of $100,000,000, and 27 foreign companies with a paid-up capital of £3,000,000. To-day there are 197 native companies, with a total paid-up capital of $610,000,000 and 67 foreign concerns with a paid-up capital of $159,000,000 of 12 pence.

To properly appreciate the real importance of these figures, one has to take into account the present increased value of existing shares. For example the 197 native companies whose original capital represents $610,000,000 are actually worth to-day $1,750,000,000. There are establishments in Valparaiso at the present time, whose actual value to-day is twenty times their paid-up capital. The actual number of commercial firms controlled by the Oficina de Impuestos Internos amounts to 2,800 in Valparaiso alone.

Water Service to Los Andes and San Felipe.

This undertaking was commenced in 1917 at a contract price of $395.000 gold of 18 pence and $105,000 currency; and tenders are now invited for its termination. The object of the undertaking is to supply the 40,000 inhabitants of San Felipe and Los Andes with a permanent service of pure water. The work is one of considerable magnitude requiring 40 kilometres of aqueduct and main service pipe with a difference in levels exceeding 1,600 feet.

The scheme was prepared for cast-iron equipment, but the extraordinary rise in prices and the difficulty of obtaining material induced the authorities to try cement pipes. This has been reported a great success, reducing costs to one-half, and allowing the work to proceed with locally manufactured material. A delay of eight months was experienced during the war, but the inhabitants are now hopefully looking forward to the completion of the work.

Lyceum for Valdivia.

Plans and estimates are being prepared for the building of an edifice for the Lyceum of Valdivia, which is estimated to cost $2,200,000. This will be one of the most important public buildings of its class in the southern zone.

Copper Production.

According to the annual statistics, the copper production in Chile shows a decline of 2,290,000 pounds in the last year's output, as compared with that of the previous year.

Mr. Guggenheim, the moving spirit of the Chile exploration company group, states that Chile is capable of producing under normal conditions, an annual output of 14,000,000 to 15,000,000 pounds.

Petroleum Concessions.

In 1916 the Bolivian Congress passed a law prohibiting the granting of concessions of petroleum-bearing lands to foreigners.

The concessions granted previous to that date, however, did not come under the ban. Amongst these are four huge Chilian concerns, viz. the Santa Cruz de Bolivia, the Poderosa de Chuquisaca, the Lagunilla, and La Blanca in the east, and those of Calacoto in the west. In Santa Cruz there are still some Bolivian interests, which are, however, being absorbed by the Chilian owners.

The petroleum in the east of the country has passed into the hands of a North American syndicate by purchase from the Chilian owners. The moving spirit in this deal appears to be Mr. William Braden, the original founder of the Braden Copper Company, and present owner of the Andes Copper Company enterprise.

The western territory, in which the most valuable deposits, known as Calacoto and Caupolican are situated is exclusively Chilian.

International Railway.

The contract has been officially signed in La Paz for the completion of the line connecting up La Quiaca with Tapiza so that within two years from now the international railway connecting Bolivia and Argentina will become an actual fact.

This will really be a transcontinental route from Buenos Ayres, on the Atlantic side to Antofagasta or Arica on the Pacific side over the roof of the continent of South America, and which traversing the three countries of Argentina, Bolivia and Chile, might very well be designated the "A. B. C. route."

Railway Tenders.

It has been decided to invite public tenders for the completion of the railway from Pintados to Iquique comprising the section from Kilometre No. 32 to 50. The cost is estimated at $1,383,590.80.

The Railway Department is also inviting tenders by public advertisement for the supply of the following materials:—

Sheet iron, sheet lead, sheet zinc, and pig lead and zinc.
Solder, pickaxes, rivets, bolts and screws, hexagonal nuts.
Locomotive and stationary boiler tubes.
Drills, mechanics' vises, pulleys and tackle.
Springs for car windows, bolts and fasteners, tacks.
Saws, straight and circular.
Jackson belt-fasteners, foundry sand, yellow ochre.
Burners for acetylene and paraffin lamps.
Sole leathers, wheat sacks, towels, serge, wall-papers, dusters.
Glass (assorted), chalk, blacklead, pumice stone.
Paint in paste and powder, also anti-corrosive.
Paint brushes and sash tools, driers in powder.
Bronze-powder and gold-paint.
"Lingue" chairs, urinals, shovels.
Water-gauge tubes, Michigan lubricators.
Sal-ammoniac, caustic soda, etc.

[As the tenders for the above articles close on October 8, time would not permit of offers from Canada, but the list is interesting as showing probable future requirements of these railways.]

ONE-WAY MOTOR PLOUGHS.

Interesting British Development.

(London Times Trade Supplement.)

Undoubtedly the most interesting of recent developments in British agricultural engineering is the one-way motor plough, which has appeared upon the British market in the form—judging from field experiments—of a successful model. Upon a commercial basis, this and other one-way ploughs will soon make their appearance, and so provide a triumph for British makers which others have long since striven to achieve, but without success.

The one-way motor plough has features which recommend it to all farmers whose arable land is divided into comparatively small areas, as in this country, and also to those agriculturists abroad who require to economize the space left at the headlands. One-way ploughing, moreover, is a simple procedure which native labour can follow with little preliminary guidance, for there is no demand upon the operator to exhibit skill in turning in a circumscribed area at the end of the furrow and simultaneously to lift the plough out of work.

The reasons for the popularity of the one-way system, therefore, are obvious, and it is not surprising to learn that home and overseas inquiries for such an outfit are very numerous. Many large estate owners and farmers have made special but vain journeys to England hitherto to try to secure one-way motor ploughs, and have had to return with what is really the second best for their needs, the self-contained motor plough or cultivator.

The one-way motor plough in the present case consists of six plough breasts, three being suspended from each end of the main carriage, which is modelled on the lines of a tractor body and is driven by an engine sufficiently powerful to haul three furrows in the heaviest clay land. The forward shares are held out of work as the motor plough proceeds across the field, and automatically drop into work when the machine begins the return journey. Ploughing, therefore, becomes one succession of forward and return movements, and as headlands are not required for turning alone the compression of the land is declared to be very slight indeed.

This one-way motor plough, and another of similar design, will compete at the Lincoln trials of the Royal Agricultural Society on September 28 and following days. As the two have never before been in competition in public, or had their work compared with tractors, much interest will be shown in the meeting. The first-mentioned machine has the advantage that it can be used as a tractor to haul another implement or a laden wagon, for the ploughs can be removed.

GERMAN COMBINATION IN ENAMELLED WARE GOODS.

According to the *Frankfürter Zeitung* the former association of German enamelled ware factories which has existed without definite Articles of Association for a number of years was dissolved at a recent meeting. In its place a new Confederation of German Enamelled-ware Works has been founded, its members embracing over 60 factories, representing about 80 per cent of Germany's production. The Confederation will control and give information in respect to foreign markets. The first meeting of the new Confederation agreed to prices being lowered by 20 per cent, so that export prices must be correspondingly lowered. The increases on goods of particular quality have also been defined. New prices come into force on 30th September, but only in respect of those contracts in which deliveries will be made before 31st December.


BARBADOS
North Point
St Lucy
St Peter
Speightstown
St Andrew
St Joseph
St James
Holetown
St Thomas
St John
Bell Point
Ragged Point
St George
St Michael
St Philip
Foul Bay
Bridge Town
Carlisle Bay
Christ Church
Oistin Bay
South Point

CANADA AND THE BRITISH WEST INDIES.

By Watson Griffin.

XII.

Barbados.

Barbados, lying in 13° 4′ north latitude and 59° 37′ west longitude, is nearer to England than any of the other West Indian islands and it is the most English of them all. It is 21 miles long, 14½ miles wide at its broadest point, and has an area of 166½ square miles or 106,560 acres. A very small percentage of the area of the island is unsuitable for cultivation and almost every available acre is cultivated. There are no Crown lands.

Barbados looks flatter than any other West Indian island, yet it is not really flat, for although there are no high mountains the land slopes up very gently and gradually from the sea coast to a range of hills from 1,000 to 1,100 feet high in the centre of the island. In the Scotland district at the northeast of the island the hills run nearer to the sea coast and the descent from hill to sea is steeper, so that the scenery is more rugged and picturesque than in any other part of the island. This part of the sea coast is known as Bathsheba.

The gentle slope of Barbados from the elevated centre to the sea provides a natural system of drainage and the porous character of the coral limestone soil prevents the accumulation of stagnant water anywhere. There are no swamps and the Trade Winds blowing steadily across the island give every part of it the benefit of pure sea breezes. The island is said to be absolutely free from the malaria mosquito, scientifically known as the anopheline.

The temperature is much the same all the year around, ranging usually from 76° to 86° F. in Bridgetown. In the cooler months from December to May the temperature sometimes registers as low as 63° F. at night. The more elevated parts of the island are slightly cooler than Bridgetown. The average annual rainfall for a period of sixty years was 62·48 inches. The wet season usually lasts from the beginning of June to about he end of October, the remaining months being comparatively dry.

It is a remarkable fact that in all the colonies from British Guiana to St. Kitts complimentary remarks about Barbados and the Barbadian people are heard. The traveller who visits the other colonies before going to Barbados will learn before setting foot on the island that it has the reputation of being most healthy, that there has never been a case of malaria in the whole island, and that it is consequently a health resort for British Guiana, Trinidad, and even Venezuela and Brazil. He will be told that the Barbadian black man is the best labourer in the West Indies. Barbadians try to live up to their reputation. Every man of them, white, coloured, and black, and every woman and child is proud of the tight little island. One hears fewer complaints of labour difficulties in this island than in any other West Indian colony. Almost every man in the rural districts is a worker. In Bridgetown, where labour conditions fluctuate with the shipping season, the black people are not so steadily employed.

Barbados has more agriculturists to the square mile than any other country in the world. There are equal areas on the face of the earth more densely populated, but they are cities. Barbados is a great farm, practically the whole population of the colony being engaged in agriculture excepting about 35,000 people living in the city and suburbs of Bridgetown, and at some seasons of the year considerable numbers of labourers go out from Bridgetown itself to work on the sugar estates or in the sugar factories on the estates.

BARBADOS MOLASSES.

Barbados is pre-eminently a sugar island and is certain to remain so. The soil and climate are particularly suited to sugar cane and the labour conditions so favourable that Barbados should be able to compete successfully with any other cane sugar producing country. The juice of the Barbados sugar cane is said to be sweeter than that of any other colony except Antigua. This is attributed to the lime in the soil, which is of coral origin.

But in thinking of Barbados as a sugar country you must give a broad interpretation to the word "sugar," including all the products of the sugar cane, for Barbados exports more molasses than sugar, besides small quantities of rum.

Barbados is particularly noted for the high grades of molasses which it exports.

SETTING THE WIND TO WORK.

There are 205 sugar mills run by windmills, which can usually be depended upon owing to the steady blowing of the Trade winds.

Although the wind is usually a good friend to the Barbadians, tempering the climate and operating the sugar works, it occasionally becomes malicious and vents its fury in a destructive hurricane, but serious hurricanes are of very rare occurrence and come many years apart. The average velocity of the wind per hour is ten miles.

There are nearly 10,000 peasant proprietors in Barbados owning five acres or less, the great majority having not more than half an acre. They usually work as labourers on the estates in addition to farming their little plots of land. It is stated that if a black man has as much as one acre of land he can make a living out of it. A large number also rent little plots of land from the big estates.

Barbadians produce more than enough tropical vegetables to supply their own wants and export some to Trinidad.

Sea island cotton is successfully grown.

Fruit trees do not appear to thrive very well in Barbados, although a little fruit is grown for local consumption. I was told by planters that the wind was a little too strong for fruit trees. However, Mr. J. R. Bovell, Superintendent of Agriculture, thinks that more fruit trees might be planted advantageously. He told me of an experiment in banana growing made some years ago. "The industry gave great promise of success," said Mr. Bovell, "and the export of bananas to the United Kingdom was put on what appeared to be a stable basis, the bunches shipped in the cold storage of the Royal Mail steamers arriving in England in good condition and invariably bringing good prices, but at the end of July, 1905, the Royal Mail began to receive bananas in such quantities from Trinidad that all the cold storage was occupied by this fruit, and the bananas from Barbados had to be put in other parts of the vessel, with the result that from October, 1905, to March, 1906, of the 10,000 bunches shipped so many rotted on the voyage that they only realized 2d. per bunch, while the cost of crates, packing, etc., amounted to 1s. 2d. per bunch, so that the planters besides losing their bananas lost 1s. on each bunch. The result was that they discontinued shipping bananas and destroyed their plants."

INDICATIONS OF PETROLEUM.

There are indications of petroleum in Barbados, and experts have expressed the opinion that it may yet be discovered in large quantities, but no active measures appear to have been taken to investigate and no wells have been drilled. Manjak of very high quality has been mined for some years. It is exported to the United States, where it is used in the manufacture of varnish.

There is a government railway 24 miles in length running from Bridgetown to St. Andrew's at the northeast end of the island.

91747—32



Sugar Cane in Arrow, Barbados.

INVOICE REQUIREMENTS AND CONSULAR REGULATIONS OF OTHER COUNTRIES.*

Newfoundland.

Trade Commissioner W. B. Nicholson furnishes the following statement as to invoice requirements of Newfoundland, being copy of an official circular issued by H. W. LeMessurier, Assistant Collector, Department of Customs. Mr. Nicholson points out that the usual invoice form, in use in Canada, will be accepted by the Newfoundland Customs. Articles sent by parcel post or by express are dealt with in the same manner as articles sent by freight. The official circular of instructions is as follows:—

CUSTOMS REGULATIONS AS TO INVOICES.

1. Every invoice of goods imported into Newfoundland shall be certified in writing as correct by the person, firm or corporation selling or consigning the goods, and shall truly show the whole and actual value of the goods in the currency of the country whence the goods have been exported directly to Newfoundland, and the quality and description of such goods, and the marks and numbers on the packages, in such a manner as to indicate truly the quantities and values of the articles comprised in each exportation package, all of which packages shall be legibly marked and numbered on the outside, when of such a character as to enable such marks and numbers to be placed thereon. (Form H).

2. If invoices are made out at lower prices, for goods exported directly to Newfoundland than the fair market value thereof when sold for home consumption at the time and place when and from which they were exported, there must be clearly shown in a special column, or in addition thereto, the fair market value of the goods described therein, as required by the Customs Act.

3. In the case of goods consigned to a person, firm or corporation, other than the actual owners of the goods resident in Newfoundland, and in the case of goods which have not been actually purchased by the consignee or importer in the ordinary mode of bargain and sale, or where purchased through an agent, there shall be annexed to the invoice of such goods a declaration to be made by the foreign owner or exporter of the goods in the form approved by the Governor in Council. (Form 6.)

4. When goods are imported into this Colony from any country, other than Great Britain, Ireland or Canada, the invoices thereof must show the cost of inland transportation, shipment and transhipment with all the expenses included, from the place of growth, production or manufacture, whether by land or water, to the vessel in which shipment is made either in transit or direct to this Colony.

*The following is a list of the countries already dealt with in the series of articles on the Invoice Requirements and Consular Regulations of Other Countries which are in course of publication in the *Weekly Bulletin*:—

Cuba, *Weekly Bulletin* No. 838 (February 23, 1920).
France, *Weekly Bulletin* No. 845 (April 12).
Holland, *Weekly Bulletin* No. 850 (May 17).
South Africa, Dominican Republic, Costa Rica, Serb-Croat-Slovene State, *Weekly Bulletin* No. 852 (May 31).
Australia, *Weekly Bulletin* No. 853 (June 7).
Brazil, *Weekly Bulletin* No. 854 (June 14).
Argentina, Austria, *Weekly Bulletin* No. 855 (June 21).
South Africa, *Weekly Bulletin* No. 856 (June 28).
Turkey, *Weekly Bulletin* No. 857 (July 5).
Great Britain, *Weekly Bulletin* No. 859 (July 12).
Ceylon, *Weekly Bulletin* No. 861 (August 2).
China, Hong Kong, *Weekly Bulletin* No. 862 (August 9).
Mexico, Nicaragua, Guatamala, *Weekly Bulletin* No. 863 (August 16).
Norway, Sweden, Greece, *Weekly Bulletin* No. 864 (Auust 23).
Chile, Venezuela, Colombia, Paraguay, *Weekly Bulletin* No. 865 (August 30).
Denmark, East Africa and Uganda, Morocco, Liberia, *Weekly Bulletin* No. 866 (September 6).
Peru, Salvador, Persia, *Weekly Bulletin* No. 867 (September 13).

Form 6.

Declaration prescribed to be made by an owner, or exporter, not resident in this Colony, of any goods shipped to Newfoundland on consignment, before the Collector or the Mayor or other chief municipal officer at the place in the United Kingdom, or other place in His Majesty's Possessions abroad from whence the goods are shipped, or before a Notary Public; and at any other place before any British Consul, or if there is no British Consul before a Foreign Consul, duly accredited by any established Government and resident in the country from whence the said goods are exported to Newfoundland.

(1) Name of party subscribing to this declaration.

(2) City, or town and country.

(3) A member of the firm of
giving the name of the firm when the shipment is made by a firm, or an officer, director or manager of
giving the name of the corporation when the shipment is made by a corporation.

(4) Name of consignee.

I.. .. ..of (2) .. ..do solemnly and truly declare that I am (3).. .. ..the.. .. ..

cash, or on account of any drawback or bounty, or on account of any royalty actually payable thereon or payable thereon when sold for home consumption but not payable when exported, or on account of the exportation thereof or for any special consideration whatsoever;

(5) That no different invoice of the goods mentioned in said invoice has been or will be furnished to any one; and

(6) That no arrangement or understanding affecting the purchase price of the said goods has been or will be made or entered into between the said exporter and purchaser or by any one on behalf of either of them, either by way of discount, rebate, salary, compensation, or in any manner whatsoever other than is shown in the said invoice.

Dated at 19

.....
Exporter.

Importers of goods brought into Newfoundland will please take notice that no invoice will be accepted at the Customs unless the declarations, provided for by the Governor in Council, are attached thereto.

Department of Customs,

2nd of January, 1908.

H. W. LeMessurier,
Assistant Collector.

PRECAUTIONS AGAINST CATTLE PLAGUE IN THE UNITED KINGDOM.

(British Board of Trade Journal.)

The Ministry of Agriculture and Fisheries announces that owing to the appearance of Cattle Plague or Rinderpest in Belgium, an Order will come into effect immediately by which cattle, sheep, goats and swine from Belgium will not be permitted to enter British ports in future, whether as ships' stores or otherwise. Similar restrictions also apply to the aforementioned animals when carried on vessels touching at Belgian ports en route to Great Britain, irrespective of whether the animals were actually shipped at a Belgian port or not. Hitherto the above animals were permitted under certain circumstances to enter a British port, provided they were not landed, and that the ship carrying them did not discharge or load cargo.

The result of the new Order will be that in future the above-mentioned animals cannot, as hitherto, be carried on ships entering British ports for bunkering or taking in oil fuel or for any other purpose, in addition to the loading or discharging of cargo.

BRITISH CUSTOMS REGULATIONS OF INTEREST TO CANADIANS.

The British Customs Department were asked by the Canadian Government Trade Commissioner in London for rulings in reply to questions regarding the British tariff asked by Canadians. The following replies were sent:—

TRAVELLERS' LUGGAGE.

"Any quantity of a dutiable article is liable to duty on importation into the United Kingdom, and must be declared and produced, but the undermentioned quantities of certain goods may be passed by the officers free of duty provided (1) they are the bona fide unconsumed stores of the passenger who brings them for personal consumption and (2) they are fully declared and produced: Manufactured tobacco, including cigars and cigarettes, ½-lb. weight; spirits (other than cordials and perfumed spirits, ½ pint; cordials and perfumed spirits, ½ pint. Other dutiables—If the duty does not exceed 1 shilling."

MAPLE SUGAR AND MAPLE SYRUP.

"Both maple syrup and maple sugar are chargeable with duty on importation into the United Kingdom, maple syrup being rated for duty as 'Molasses and Invert Sugar' etc., and maple sugar as 'sugar' at its polarization value."

DRAWBACK CLAIMS FOR SUGAR AND SUGAR COMPOSITE GOODS.

With reference to Notice No. 30 dated August, 1919, relating to drawback claims, exporters of sugar or of sugar composite goods are informed that arrangements have been made with British sugar refiners under which as from the 1st instant, sugar delivered from a refinery warehouse on which the preferential (Empire) rate of duty has been paid will be contained in packages marked with the letters "E.S." (Empire Sugar), these letters being omitted from packages containing sugar on which the full (non-Empire) rate of duty has been paid. The latter packages will be accompanied by a certificate from the refiners to the effect that the duty has been paid on the sugar at the full (non-Empire) rate.

Exporters will be allowed drawback at the full (non-Empire) rate on sugar exported as such or used in the manufacture of exported sugar composite goods, provided that the sugar so exported or used in manufacture has been delivered on or after the 1st instant from a sugar refinery warehouse in bags not marked with the letters E.S., that refiners' certificates showing that the full (non-Empire) rate of duty has been paid on the sugar are produced, and that satisfactory documentary evidence of the correctness of the drawback claim is produced if and when required.

The new arrangements will so far as concerns sugar simplify the accounts which have hitherto been kept under paragraph 5 of Notice No. 30 as the receipts of mixed consignments of Empire and non-Empire sugar fall off.

It is to be observed that the arrangements outlined above relate only to sugar delivered from a refinery warehouse on or after 1st instant, and do not cover sugar received from a refinery warehouse prior to 1st instant, or imported sugar whether cleared from a bonded warehouse or from ship's side, and consequently in respect of exportations of sugar of mixed Empire and non-Empire origin or of composite goods containing such sugar, the Empire and non Empire proportions must be as hitherto furnished on the drawback claim.

CHANGES IN FRENCH IMPORT DUTIES ON MUSICAL INSTRUMENTS.

(Cablegram from Trade Commissioner J. F. Butler, Paris, in United States Commerce Reports.)

A French decree of August 29, 1920, published in the *Journal Officiel* for September 4, substitutes ad valorem duties for specific rates on the following articles. (Items ex604 and 605) Pianos and separate parts and organs, harmoniums, instruments with free reeds, metallic, of one or more stops; complete pipe organs; barrel organs, mechanical instruments with pipes controlled by means of cylinders, interchangeable or not, whatever be the motive power; mechanical pipe organs; pianos with organ pipes reproducing the effects of the violin, flute, or clarinet, orchestrions, etc., played by means of perforated cardboard or paper, whatever be the motive power; instruments with strings for striking or reeds, played mechanically by means of a cylinder, interchangeable or not, of perforated cardboard or paper, whatever be the motive power; additional cylinders for such instruments; hand organs, aristons, manopans, and other instruments with free reeds, played by means of perforated cardboard or paper, including separate parts thereof, 35 per cent ad valorem; phonographs, gramophones, and the like, of more than 10 francs ($1.93) in value; phonographs, gramophones, and the like with cylinders or disks, with or without a screw for stimulating the diaphragm, put together or not; movements, accessories, separate parts, cases, and horns, together with cylinders and disks of mineral wax or any other material, plastic or not, blank or not, 25 per cent ad valorem.

The decree applies also to Algeria.

[The rate of duty on pianos was increased in July, 1919, from 100 francs to 260 francs each for upright pianos and from 225 or 340 francs (according to length) to 585 or 884 francs each on grand pianos. The rate on organs, etc., was increased from 150 francs to 390 francs per 100 kilos, while that on phonographs, etc., was increased from 90 francs per 100 kilos. to 280 francs, and on cylinders, etc., from 45 francs or 90 francs per 100 kilos. (according to kind of cylinder or record) to 121.50 or 240 francs per 100 kilos. These are the rates that are superseded by the ad valorem rates.]

SUPPLIES OF RAILWAY MATERIAL FOR SOUTH AFRICA.

(British Board of Trade Journal.)

The Union Parliament has sanctioned an agreement whereby the Government Railways will draw from the Pretoria iron mining companies about half of their requirements in railway materials of local manufacture at a price which compares with the lowest c.i.f. foreign quotation. The first delivery is to be made at the beginning of the year 1923. The contract expires in 1937.

IMPORT PROHIBITIONS ON "LUXURY" GOODS IN NORWAY.

(British Board of Trade Journal.)

H.M. Minister at Christiania reports, by cable, that the importation into Norway of the goods specified below has been prohibited as from 19th August. Goods of the kinds affected may, however, be admitted if the shipping documents show that the goods were shipped before midnight on 18th August, or, in the case of imports by parcels post, if the despatch note is stamped by the Norwegian postal authorities not later than 25th August.

Applications for licenses to import goods of the prohibited kinds must be addressed to the Department of Industrial Supplies of the Norwegian Ministry of Commerce. Any licenses granted will be valid for three months from date of issue. The import prohibition does not apply to "transit" goods.

LIST OF GOODS PROHIBITED TO BE IMPORTED.

Cotton blonde, lace, insertions, and the like.

Ornamental feathers, whether prepared or not, and other feathers (not including bed feathers), and manufactures thereof.

Glass wares (other than those specially mentioned in the tariff), cut, etched, sand-blasted, painted, gilt or ornamented or decorated otherwise than by moulding or pressing.

Hats trimmed with flowers, feathers or lace; hats of pure or mixed silk, including tall hats and opera hats; other hats, if trimmed with silk or mixed silk material.

Grand pianos; upright pianos.

Talking machines, such as phonographs, gramophones, and the like, with cylinders, discs, and other appurtenances, including receiving apparatus, and parts thereof.

Common pottery, other than unglazed, unpainted, or uncoloured.

Porcelain (china) and biscuit ware (not including patent stoppers).

Lamps (not including household lamps) and parts of lamps (except counterweights, chimneys and globes), candelabra, brackets, and parts of the same, candlesticks, and lanterns.

Toys of all kinds and of any material, and parts thereof.

Linen, hemp, jute, etc., lace, blonde, insertions, embroidered lengths, and the like.

Paintings and drawings, unframed.

Gold, silver and platinum wares (except plates and wire), and articles set in these metals.

Pearls (real or imitation) and glass beads, whether combined or not with other materials.

Silk, goods, the following:—Blonde, lace, embroidered bands, insertions and the like, bobbinet, and tulle; and other goods (except twist and sieve-gauze) of silk alone or combined with other materials.

Boots and shoes of silk cloth or containing silk; boots and shoes of patent, shagreened, bronzed, tawed, varnished, or alum-tanned leather, and real or imitation kid, whether or not combined with leather of other kinds.

Dressed fur skins and feathered skins, whether sewn together or not; made-up furriers' wares.

Wares of marble, porphyry, syenité, granite, labrador, sandstone, and other similar stones, (not including paving stones and rough-hewn blocks), and of alabaster, "kalipasta," and the like.

Wooden rods, beading and frames, with real or imitation gilding; beadings and frames coated with plaster, ornamented, polished veneered, or lacquered.

Furniture and parts thereof, of, or veneered with oak, ash, beech; or pear-tree wood, jacaranda, walnut, mahogany, and other exotic woods; also real or imitation gilt wares, of any wood.

Furniture and parts thereof, upholstered or padded, in which the joinery is not the essential feature.

Woollen carpets and carpeting.

Woollen blondes, lace, embroidered bands, insertions, and the like, and bobbinet and tulle.

Watches (including chronometer watches) and mantel clocks.

Carts and carriages for carrying persons, whether or not varnished, and with or without upholstery and leather work.

Sledges (other than children's and industrial sledges), if varnished, upholstered, or with leather work.

Motor cars for passenger traffic; motor cycles, with or without side cars; cycle cars.

APPLE PRICES IN ENGLAND.

The following cablegram dated September 10, has been received from the Office of the Canadian Fruit Trade Commissioner, Liverpool:—

"720 barrels and 400 half-barrels Nova Scotian apples ex ss. *Sachem* sold at auction: Williams (slacks) No. 1, 69s.; Duchess No. 1 70 to 71s.; No. 2 (best tights) 63s.; other, 55s. to 58s.; No. 3, 48s. to 57s. (slacks); half-barrels, Williams No. 1, 34s. to 42s. 6d.; No. 3, 24s.; Duchess, 34s.; slacks, 30s.; 636 barrels Ontario apples ex ss. *Victorian,* Duchess No. 1, 74s. to 79s.; No. 2, 70s.; No. 3, 45s. (slacks). Condition both lots soft. 100 boxes Nova Scotian Duchess, unwrapped, 28s. to 30s."

PAYMENT OF CUSTOMS DUTIES ON A GOLD BASIS IN AUSTRIA.

(*British Board of Trade Journal.*)

The British Board of Trade have received a copy of an Austrian Decree, dated 25th July, which provides that, as from 5th August, the Austrian Customs duties, when paid in bank notes, have to be paid at *twenty-five* times the rate prescribed by the Customs Tariff. Prior to 5th August payment in bank notes could be made at *twenty* times the nominal rates [see the notice in *Weekly Bulletin* No. 856, dated June 28 last].

SOUTHWEST AFRICA.

The following report by the Administrator of Southwest Africa has been transmitted by Trade Commissioner W. J. Egan, Cape Town:—

Cape Town, June 25, 1920.—In what was formerly German Southwest Africa, and which is now under the administration of the Government of the Union of South Africa, there has been good progress made in the year 1919.

The territory is settling down to work, and last year was a record year for the stock farmer.

Sir Howard Gorges, Administrator of Southwest Africa, has submitted to the Government of the Union his report for the year 1919. The report covers very fully every phase of the administration work; some of the statements in the report are submitted:—

"On the whole the progress made during the year has been satisfactory. The relations between all sections of the community have been better. The country is settling down to work. The farmers have been making money. The mines have been busy and the traders have benefited by the general prosperity. The country now requires population, but it is not a country which is suitable for immigration by men without capital. It is a stock-raising country and a good stock country, but stock-raising requires capital.

"With a wise policy of land settlement and judicious help from the Administration, it should become a great ranching country. There are difficulties about water, but they are not insurmountable, and progress is being delayed by the difficulty of obtaining machinery and material. Better means of communication are also required. For the first time since our occupation revenue has overtaken expenditure, and there should be little or no financial difficulty during the next few years, provided the diamond industry continues in its present favourable condition.

"A proclamation was issued notifying that Reichskassen and Berlin Reichsbank notes were not considered as legal tender. After the promulgation of the 'Treaty of Peace and Southwest Africa Mandate Act,' a number of martial law regulations were re-issued in the form of legislative proclamations, and certain others were finally repealed. Towards the close of the year proclamations were issued establishing civil courts and introducing Roman-Dutch law from the beginning of 1920.

ADMINISTRATION.

"Deeds, Lands and Survey Offices were opened towards the close of the year and are engaged in bringing the work of the last few years up to date, but they have been handicapped by the want of qualified men with a knowledge of German.

"A Land Board was appointed by the Governor General of the Union and commenced work in November.

"After the repatriation of the late German garrison and police, the Protectorate garrison regiment was demobilized, and in December the railways regiment and a number of other units were also demobilized.

"The chief feature in the history of the Protectorate for the year was the passing of the Southwest Africa Mandate Act at the special session of Parliament in September, which was, so to speak, the formal ceremony of laying the foundation stone of the new Government; it showed that we intended to build, and gave some idea of the kind of building which we propose to erect—to follow on the broad and liberal lines of the Union. It had an immediate effect upon all sections of the community. It reassured the doubtful, it made for stability and it gave an impetus to trade and industry. Unfortunately the delay in the issue of the actual mandate still requires the retention of martial law as the formal basis of government in this territory. The civil courts are, however, in full operation and, so far as the individual is concerned, the existence of martial law is to him a matter of little consequence. To emphasize this point I may add that there is now no single military unit in the country, and that all administration follows Union practice.

REPATRIATION.

"The total number of persons repatriated was as follows:—

	Men.	Women.	Children.
Military	1,491	56	72
Officials	484	284	458
Police	349	189	335
Undesirable (and their families)	617	208	398
Voluntary	754	302	377
Total	3,695	1,039	1,640

Here are a few extracts from the district reports:—

"Although it is only natural that they (the Germans) condemn the repatriation in public, yet if one gets into confidential conversation with the better class of German, he expresses his unconditional approval of a policy which rid the country of the criminal class and of the officials. (Windhuk).

"The repatriation of German subjects served, inter alia, to remove possible disturbing elements in the preservation of law and order, especially in regard to the administration of native affairs. (Keetmanshoop).

"The repatriations have cleared the district of the most undesirable class, and it is generally held by the more responsible Germans that the repatriations have benefited the country as a whole. (Otjiwarongo).

ECONOMIC PROGRESS.

"The year has been one of great prosperity for the stock farmers, and this prosperity has spread to the commercial community. The residents of the Protectorate who had, to a large extent, been marking time during the occupation years, and in many cases had been living on their capital, took steps to reopen old business relations and start further enterprises.

"The repatriation of undesirable German subjects and of the former German officials with the cessation of the monthly remittances which the German Government

had been making since 1915, caused a setback to trade generally from April to September. After the meeting of Parliament and the visit of His Excellency the Governor General, business again took a forward move and there was considerable expansion of trade. The banks have since then been kept very busy, and notwithstanding the large amount of capital which has already found its way from the Union, a keen demand was still apparent at the close of the year. To-day trade is brisk, and there are few residents whose financial position does not show a considerable improvement as compared with a few years ago.

"The business of the country has been conducted during the last few years almost solely with the Union, and it seems probable that, although direct imports from Europe and America will soon commence, the volume of business done with the Union will increase.

"There is no doubt that the close connection with the Union has been of the greatest assistance to the Protectorate. It has provided an outlet for its surplus live-stock, which has sent up the value of farms to prices which were not considered possible before the war.

"While the depreciation in the value of German paper money has caused losses to a certain number of firms, the country as a whole, especially the farming community, is on a sounder financial footing than it has ever been before. Repatriation for the moment left some gaps. There were a number of empty houses and some vacant farms, but the gaps were speedily filled by an influx of people from the Union, and to-day the European population of the Protectorate is probably as large or larger than it was at any previous time.

"With the exception of one district, where the drought was exceptionally severe, all reports reflect increasing prosperity.

NATIVE AFFAIRS.

"A period of transition is always unsatisfactory and disappointing, but the material prosperity of the native during the past year and the decrease in number of 'masters and servants' cases, shows that our rule has had some satisfactory results. The German policy differed from that of the Union very greatly. Their policy was tantamount to forced labour. They believed that the best way to get a native to work was to keep him always as a pauper. They allowed him to own only five head of small stock. It was a policy of repression, and even more than repression, and was designed to keep the native as a servant of the white man for all time. The native has now ceased to live in fear, but has not yet been able to adjust himself to the altered conditions. It has become quite clear that in former times he only worked under compulsion and the fear of the lash. Speaking generally, native labour in this country is undoubtedly less efficient than in the Union, and there is, moreover, a great scarcity of farm labour owing to the relative smallness of the native population and the fact that the Ovambos, who constitute our principal source of supply, are unwilling to take service on farms. In order to conserve the local district supplies of labour for farmers, it is the policy of the mines and the railways not to engage labour other than Ovambo. Even so, the local supply falls far short of the demand, and but for our existing laws, which require all adult native males to be in employment except those who have visible independent means of support, the position would be much worse. In order to increase the sources of supply, a post is being established on the Okavango river in charge of a Native Affairs official, to assist natives who desire to move south for labour; but naturally farmers must be patient, as these natives are entirely raw and untrained.

"Farmers are considerably agitated over the inadequacy of labour, and have made numerous representations on the subject, but have failed to make any suggestions capable of adoption. The favourite solution offered is 'greater powers to the police,' which is merely a euphemism for 'powers of punishment to be vested in the

police.' The position is by no means free from anxiety, as there are not sufficient workers in the territory to supply the needs of an ever-increasing farming community.

"Apart from this burning question of labour for the farms, it is undoubtedly the case that there is a general improvement in the material condition of the natives, who, now that their wages are secured for them, are able to purchase small numbers of livestock, which gives contentment to these pastoral people, and has certainly been conducive to a large increase in the number of children born since the occupation.

MINES.

"The output of precious stones and minerals has been as follows:—

	Output.	Estimated Value.
Diamonds (carats)	462,180	£1,500,000
Copper ore (tons)	26,675	120,000
Tin (tons)	111	20,000

"The estimated taxation for the calendar year is:—

Diamonds	£475,000
Copper	233
Tin	—
	£475,233

"As tin has only been mined in the area of the Deutsche Kolonial Gasellschaft the tax collected by the Government was, under the German law, the property of the concessionary company. The period of our occupation up to the 1st January, 1920, was declared *dies non* with regard to the payment of claim licenses except where beneficial occupation has been permitted. The country has now been thrown open to prospecting. Alluvial tin is attracting attention in some of the central districts.

"Prior to the outbreak of war an amalgamation of the various diamond companies had been contemplated, as it was realized that only by working the fields as one unit could economy be exercised to the full limit.

"An opportunity was afforded when certain financiers from the Union met the representatives of various diamond companies with a view to forming a consolidated company embracing the main producers. The outcome of the negotiations resulted in the formation of a company registered as the Consolidated Diamond Mines Limited. The price paid by the Consolidated Diamond Mines Limited for the German interests amounted to £3,500,000.

"Unfortunately the various royalties imposed or permitted by the German Government do not at present permit of the fields being worked as one unit. Ultimately, however, a working arrangement will be arrived at whereby the economy aimd at by the consolidation may be attained.

"In accordance with decisions arrived at, at meetings held in Cape Town and Pretoria towards the end of the year, the South-West Africa producers have been allocated 21 per cent of the £12,000,000 worth of diamonds which the four big producers—viz: the De Beers, Premier, Jagersfontein and South-West Africa—have arranged with the London Diamond Syndicate to place upon the market during 1920. The demand, however, for diamonds has increased to such an extent since the above arrangement was arrive at that the syndicate has suggested raising the volume of trade. The additional sales will cause an appreciable increase to revenue, as the existing plants on the fields are not being worked to their full capacity owing to the limitation of production, in consequence of which further production can be made at small expense through the overhead charges remaining unaltered. The effect on revenue can be readily understood, as the Government pays 70 per cent of the working costs and receives 66 per cent of the proceeds of sale.

"The output exceeds that of 1918 by 90,000 carats. The estimated value for the year amounts to £1,500,000. The average number of stones to the carat is 5·33 as compared with 6·02 for 1918. The sum of £450,835 was advanced to the producers on the year's output, which sum includes interest charged by the banks to the 31st October, 1919, amounting to £7,781. The revenue from the diamond tax in 1918, which was assessed in December, amounts to £363,471.

EDUCATION.

"There were 23 British schools open during the year, with a staff of forty teachers and 770 children on the roll. Boarding hostels existed at six centres, attended by some 100 boarders.

"Both the official languages of the Union are taught at all Government schools, and there are parallel classes at Windhuk and Keetmanshoop. Dutch is the prevailing medium in 13 out of the 23 British schools.

"During the year the German schools maintained a separate existence, but it is hoped that in the present year, with the provision of free education in Government schools, the German population will make use of the facilities which we intend to provide. The policy of the Union Government, as laid down for my guidance, provides for free education for the German population on the same terms in the matter of fees, equipment, boarding grants, as those on which it is provided for the children of the British residents. In such German schools the medium for the first four years will be German, but a daily lesson will be given in a Union language to be chosen by the parents.

"In 1924 the Union language chosen by the parents will be the medium of instruction in the Fifth Standard; in 1925, in Standards V and VI, in 1926 to Standards V to VII, and in 1927 in all standards. In all these upper standards German will be taught as a language for at least one lesson daily by qualified teachers.

"This arrangement contrasts in a striking manner with the rigorous and unsympathetic treatment of immigrants from the Union to this territory and original Afrikander settlers under the late Government. The German language was the sole medium recognized in every school and in every standard, and such slight concessions as were eventually given to the Afrikander population in the south of the Protectorate were grudgingly bestowed and were in effect nugatory. Any Afrikander who entered the Protectorate had, before he could acquire land, to sign an undertaking that he would educate his children as Germans.

"In regard to native education, it is proposed to make grants to approved mission schools, which will be subject to inspection.

AGRICULTURE.

"From an agricultural point of view, the year was a disastrous one, as the crops in the northern districts, in which alone agriculture can be conducted, fell far short of previous years, and on some farms were a complete failure. Large areas of land in Grootfontain were cultivated and planted, but insufficient and ultimely rains made the year even worse than 1918. But although the rainfall was insufficient for crops it was enough to stimulate the veld, and it can safely be said that the year has been a record one for the stock farmer. Never in the history of the country have such large quantities of stock been exported, nor have such prices been obtained."

BUILDING BLOCKS MADE FROM CLINKERS.

(Consul Sample B. Forbus, Brest, in United States Commerce Reports.)

A local enterprise which suspended operation during the war has recommenced the production of building blocks that are gaining widespread usage in the Brest district in certain kinds of building construction.

The blocks are made in moulds as are cement building blocks in the United States. The materials used are sand, lime, and cement, with a base of crushed coal clinkers. The lower grade of blocks also contain some coal cinders.

These blocks are made in several sizes. The size 10 by 20 by 6 inches sells for 237 francs per hundred blocks.

The clinker building blocks are particularly used in pavements, walls, floors of cellars, warehouses, stables, garages, rough buildings, and small residences. The blocks have the advantage over brick for building material in that they are cheaper and facilitate quick construction. They take plaster on the interior and stucco on the exterior where it is desirable in buildings.

However, the outstanding advantage of the clinker block over the brick in the Brest district is the capacity of the former to withstand the great humidity of this climate that causes brick walls to drip water on the interior of houses.

DISCOVERY OF NICKEL IN SOUTH AFRICA.

An interesting discovery of nickel, which may be of economic importance, is reported upon in the *South African Journal of Industries*.

The occurrence, which was accidentally discovered on the property of the Scotia Talc mine, in the Barberton district, lies on the top of the range of hills which runs immediately to the north of the railway line between Joe's Luck Siding and the Sheba bridge; the actual deposit being on the summit of the ridge, about halfway between those points.

The prospecting work done consists of one main quarry about 12 feet deep, and four or five small cuttings, which expose the outcrop for some fifty yards. The exposure here shows a bed 2 feet 3 inches in thickness. The bed is highly stained with a green mineral, and obviously contains a large percentage of granular magnetite.

The report of the Government mining chemist on a selected sample of the main bed was as follows:—

In order to preserve the specimen only a small portion chipped off the end was analysed. This contained 25·8 per cent of metallic nickel.

A representative sample across 2 feet 3 inches of the main outcrop taken at about three feet below the surface, gave 17·2 per cent nickel, while a similar sample taken over 1 foot 3 inches of the footwall gave 1·67 per cent.

WIDE DIFFUSION OF THE METAL.

This occurrence is about 1,500 yards to the west of the Scotia Talc mine, and, if the bed is continuous, it should run a few hundred feet north of that mine, i.e., geologically below it.

In the talc mine itself the occurrence of nickel has been noted, and in a sample of the residual limonite nickel showing an assay of 1·42 per cent was obtained. It is, therefore, obvious that nickel is comparatively widely diffused on this horizon.

At a meeting of the Nickel Section of the Imperial Mineral Resources Bureau early in the present year, it was stated that the demand for nickel at the present time was far less than the possible supply, but that it was morally certain that new uses for the metal would be sought and found.

Under the circumstances it seems probable that, though there is little chance of establishing a nickel industry on such a deposit as that under review, yet ore of such a high value may be exportable at a profit if the mine develops satisfactorily.

COST OF EXPLOITING THE DISCOVERY.

Working costs should be extremely low, as adits from the base of the hill should give backs of at least 600 to 800 feet in height, and the railway would be within a few hundred yards of the entrance to such adits.

The Talc Company, who own the mine, already possess a valuable water-right at Joe's Luck, and, under similar circumstances in the Barberton district, mining costs are not higher than about ten shillings per ton.

PORT CONDITIONS AT CONSTANTINOPLE.

(Bulletin of the Federation of British Industries.)

While in Constantinople recently Major Kennard, F.B.I., Commissioner for the Near East, personally investigated the question of quay and dock congestion and made a tour of inspection of the wharves and warehouse accommodation at the docks.

He is of opinion that the congestion has very greatly diminished, if it has not yet entirely disappeared. He is furthermore of opinion that it is unlikely that such a condition of affairs will recur, since the difficulties arose owing to the simultaneous working of three abnormal sets of circumstances: in the first place the extraordinary demand for merchandise immediately after the armistice, secondly the attempt of British and other exporters to dispose of goods in Constantinople which were unsaleable in the Black Sea ports to which they were originally consigned, while the third factor was the refusal of a number of small traders to take delivery of their consignments owing to the fall in the exchange and the speculative nature of their business.

Major Kennard also refers to the question of suitable packing, and states that throughout his inspection he was struck by the great difference in the size of the bales used by different nations.

It appeared that British goods were almost invariably packed in bales weighing 15 hundredweight or a ton or more, whereas French and Italian goods averaged about 350 kilogrammes per bale—a very much more easily handled weight. Such packing naturally operates to the disadvantage of British trade not only on account of the delay and expense in handling involved, but on account of the damage to which such bales are liable. It was observed that, in spite of notices of prohibition, hooks were invariably used for the larger bales, and that even in cases where they were used for the smaller French or Italian packages, the damage done to these latter was not nearly so great as in the case of the big bales.

BRITISH AND FOREIGN TARIFFS FOR DISTRIBUTION.

The Department of Trade and Commerce receives many inquiries about British and foreign tariffs, and, in addition to the information which can be furnished, it often happens that it would be an advantage to be able to refer a correspondent to the complete classifications and rates in the official tariff of the country in which he is interested.

The Department is supplying leading boards of trade and customs houses throughout Canada with copies of the tariffs published by the International Customs Bureau, Brussels, Belgium. These tariffs are kept up to date by the issue of supplements, and are valuable sources of information for exporters. There is a limited supply for further distribution among boards of trade, chambers of commerce, customs houses or similar places in towns or cities where there is a demand for such information.

If any of these institutions not already receiving tariffs desire to keep such information on file for the use of the public, their applications to be placed on the mailing list for copies of the tariffs in question will receive consideration.

SURPLUS OF BOOTS AND SHOES IN THE UNITED KINGDOM.

Mr. Harrison Watson, Canadian Government Trade Commissioner, London, England, writing on 3rd August in reply to a letter of a Canadian shoe manufacturing company regarding a market for shoes in the United Kingdom, said:—

"You are presumably unaware that business in this country has undergone a great change during the past few months, the feverish activity which prevailed since the armistice having been succeeded by a distant slump.

"It is understood that the public, partly because they are feeling the effect of the heavy taxation in this country and partly because they consider that prices are too high and must inevitably fall, are abstaining from buying anything but bare necessities, with the obvious consequence that merchants are unwilling to place orders, and it is said in many cases are trying to get out of orders which they have already placed.

"Consequently, if there was delay in filling some of your own orders, it is quite likely that buyers here would make this an excuse for refusing to accept delivery, as we believe it happening in many instances.

"It is known that in no branch of business is the position more difficult than in the boot and shoe trade. For months past the country has been full of boots and shoes of all kinds, and the public, knowing this, has refused to pay the huge prices still asked, while merchants and others have been trying to maintain the high level, with the result that there has been very little actual business..

"In this connection it should be borne in mind that during the war, and subsequently, the output capacity of the already large United Kingdom boot and shoe industry has been enormously increased, and it was tolerably clear that while there was an active demand for imported boots and shoes at high prices temporarily while stocks were low here as soon as the home factories got into their stride again, there must be great difficulty in competing with them. This position appears to be confirmed by what is now taking place."

HARBIN, FUTURE CENTRE OF EASTERN SIBERIAN TRADE.

(Bulletin of the Federation of British Industries).

One of the Federation's correspondents, who has recently made a journey through Manchuria, informs us that in the opinion of the Consular representatives and of the leading British merchants and bankers in Harbin, that city is destined to become the centre of gravity of Eastern Siberian trade. The development of the town during the last five or six years has been very remarkable, and when the great natural resources of the surrounding country are taken into account the importance of the place is at once obvious. Our correspondent, who promises to advise us fully as to the supply of raw materials available, local conditions, transport facilities and market demands, is convinced that a number of important industrial undertakings will be established in Harbin within the next few years. The local need for, and the intention to have, such undertaking is unmistakable, and all that is required to bring them to fruition is the enterprise of foreign industrialists and financiers. In this connection the future will show to what extent Great Britain, America and Japan are to participate in such development. The undertakings referred to, which will be on a fairly large scale and should prove very lucrative, will include:—

Coal mining,
Gas power plant with chemical, by-product recovery,
Iron mining,
Iron works,
Cement works,
Glass works,
Canneries,
Preserve canning,
Boot factory,
Flour mills,
Oil presses,
Electric tramways.

"In connection with the above," adds our correspondent, "it must be borne in mind that very extensive coalfields as well as supplies of various raw materials required for these industries are situated only a short distance from Harbin.

The intention of the Japanese is to link up Harbin with the coast town of Possiet by constructing a line from that town to the terminus of the Changchun-Kirin Railway. Should they ultimately succeed in securing, as most people think they will, that portion of the Chinese Eastern Railway running from Changchun to Harbin they will then be in a position to command all the outlets of Manchuria as well as the whole of the eastern part of Siberia. As is well known, Vladivostok is for all practical purposes a frozen port during three months of the year. This, however, is not the case with Possiet, which provides all the essentials of a good natural port open to direct communication with Japan.

GLASGOW BUYER VISITS CANADA TO SECURE PROVISIONS.

His Majesty's Senior Trade Commissioner in Canada and Newfoundland has notified the Commercial Intelligence Branch, Department of Trade and Commerce, that A. K. Hillson, of 37 Jamaica street, Glasgow, has arrived in Canada for the purpose of purchasing provisions such as edible fats, canned goods and foodstuffs of a like nature. Mr. Hillson will stay at the Queen's Hotel, Toronto, for some time and Canadian manufacturers who may be interested are invited to communicate with him there.

LUBRICATING OIL FROM ASPHALT DEPOSITS IN PALESTINE AND SYRIA.

A recent report from Consul General Ravndal at Constantinople published in the *United States Commerce Report* is to the effect that in order to meet the pressing demand for lubricating oil the directors of the Syrian and Hedjaz railways in 1916 adopted the suggestion of a German geologist to distill the bituminous limestones (asphalt) which are found abundantly in Syria and palestine. This was done by setting up a special oven and distilling apparatus at a cost of 3.45 piasters per kilo of oil. Between Aleppo and the Red Sea 30 distant deposits of bituminous schists are known, chief of which are those of Hasbaya, Hadete, Dumar, Mekarine, and Nebi Moussa. The deposits of Mekarine are the most important because of their size and high oil percentage.

MARKET FOR RUBBER GOODS IN MUKDEN DISTRICT.

While the market for rubber goods in Mukden district is small, it is growing, writes Consul General Pontius in the *United States Commerce Reports*, and excellent trade results will be had by firms who are willing to grant long terms of credit when so desired and who push goods through actual representation rather than by correspondence. There is a demand for standard size automobile tires, the quick detachable type, straight side being the most popular. A large market for raincoats would be provided by catering to the Chinese tastes. The Chinese prefer long coats, from 4 feet 2 inches to 4 feet 10 inches, with wide collars and cuffs and inside slash pockets. There is a fair demand for pneumatic pillows, the most popular size being 8 inches by 14 inches. Native firms in this district could easily be induced to handle, in addition to the above, such rubber articles as combs, boots and shoes, hot-water bottles, sponges, balloons, engine and tender hose, air hose, steam hose, suction hose, linen hose, smooth and rough finish gloves, soles and heels and rubber cloth, provided that suitable credits could be arranged.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in Western Division and at Public Elevators in the East; also U.S. Atlantic Seaboard Ports.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending September 10, 1920.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
Fort William—	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
C. P. R.	69,720	15,781	36,254	.....	12,662	13 417
Empire Elevator Co.	Now oper	ating unde	r a Privat	e Termina	l Elevator	Licen .
Consolidated Elevator Co.	33,792	9,593	9,051	96,792	772	150,000
Ogilvie Flour Mills Co.	115,685	1,720	32,330	.....	2,517	152,252
Western Terminal Elevator Co.	28,376	8,639	5,727	21,476	.....	64,218
G. T. Pacific	32,003	21,649	10,788	32,698	1,636	98,774
Grain Growers' Grain Co.	266,401	1,730	34,250	.....	5,676	308,057
Fort William Elevator Co.	8,990	6,385	20,851	13,926	2,727	52,879
Eastern Terminal Elevator Co.	.....	.....	Not Oper	ating.....	.....	.....
Northwestern Elevator Co.	180,028	8,711	40,139	44	1,134	230,056
Port Arthur—						
Port Arthur Elevator Co.	75,094	1,580	26,068	1,255	4,769	108,766
Sask. Co-op. Elevator Co.	2,776	1,486	1,110	102,717	487	108,576
Canadian Government Elevator	313,372	44,179	10,530	92,763	1,554	462,398
Thunder Bay	Now Oper	ating unde	r a Privat	e Termina	l Elevator	License.
Davidson and Smith	6,653	2,848	1,066	.....	423	10,990
Eastern—Richardson	* 4,012	* 3,478	* 7,484	8,879	* 135	* 6,230
Total Public Terminal Elevators....	1,128,878	120,823	220,680	370,550	34,222	1,875,153
Total Private Terminal Elevators..	323,231	51,609	66,178	23,738	7,225	471,981
Saskatoon Can. Govt. Elevator.....	1,517	* 3,723	.....	1,813	.....	* 392
Moosejaw Can. Govt. Elevator.....	138,278	12,217	901	3,464	8,988	163,848
Calgary Can. Govt. Elevator.....	2,871	21,464	4,865	.....	251	29,451
Vancouver, Can. Govt. Elevator.....	20,962	594	.....	.....	.....	21,556
Total Interior Terminal Elevators.	163,628	30,552	5,766	5,277	9,239	214,462
Depot Harbour.....	.....	.....	None in S	tore.....	.....	.....
Midland—						
Aberdeen Elevator Co.....	2,100	.....	.....	.....	.....	2,100
Midland Elevator Co.....	.....	.....	None in S	tore ...	.....	.....
Tiffin, G.T.P.....	10,000	.....	.....	.....	.....	10,000
Port McNicoll.....	1,672,637	200	.....	.....	.....	1,672,837
Collingwood.....	.....	.....	.....	.....	.....	.....
Goderich—						
Elevator and Transit Co.....	56,520	6,602	1,294	.....	.....	64,416
West. Can. Flour Mills Co., Ltd.....	10,180	.....	.....	.....	.....	10,180
Toronto—						
Campbell Flour Mills Co.....	1,696	.....	.....	.....	.....	1,696
Kingston—						
Montreal Transportation Co.....	.....	.....	.....	.....	.....	.....
Commercial Elevator Co.....	.....	.....	None in S	tore.....	.....	.....
Port Colborne Dom. Govt. Elevator...	112,482	.....	.....	.....	.....	112,482
" Maple Leaf Milling Co., Ltd.	59,963	.....	.....	.....	.....	59,963
Prescott.....	.....	.....	.....	.....	.....	.....
Montreal—						
Harbour Commissioners Nos. 1 & 2..	2,273,733	240,072	278,803	21,629	6,182	2,820,419
Montreal Warehousing Co.....	.....	.....	Not repor	ted.....	.....	.....
Ogilvie Flour Mills Co.....	.....	.....	None in S	tore.....	.....	.....
Quebec Harbour Commissioners.....	.....	21,343	.....	.....	.....	21,343
West St. John, N.B., C.P.R.....	.....	.....	None inS	tore.....	.....	.....
St. John, N.B., Can. Nat. Rys.....	.....	.....	None in S	tore.....	.....	.....
Halifax, N.S., " "	.....	.....	None in S	tore.....	.....	.....
Total Public Elevators.....	4,199,311	268,217	280,097	21,629	6,182	4,775,436
Total Country Elevators.....	.....	.....	Not Avail	able.....	.....	.....
U.S. Atlantic Seaboard Ports—						
Portland, Maine.....	.....	.....	Not opera	ting.....	.....	.....
Baltimore, Maryland	.....	.....	.....	.....	13,556	13,556
Total U.S. Atlantic Seaboard Ports	.....	.....	.....	.....	13,556	13,556
Total quantity in store.....	5,815,048	471,201	572,721	421,194	70,424	7,350,588

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Public Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East, for the week ending September 10, 1920.

Grades.	Account Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard		5,981			5,981
No. 1 Northern		700,679	100,013	2,266,596	3,067,288
No. 2 "		136,244	7,115	884,551	1,027,910
No. 3 "		555	47,216	467,400	515,171
No. 4 Wheat		31,296	24	100,230	131,550
No. 5 "				90,106	90,106
No. 6 "			80		80
Other		254,123	9,180	390,428	653,731
Totals		1,128,878	163,628	4,199,341	5,491,817
Oats—					
No. 1 C.W.					
No. 2 "		21,218	* 7,634	50,639	64,223
No. 3 "		33,435	3,928	107,683	154,046
Ex. No. 1 Feed		10,134	2,890	3,800	16,825
No. 1 Feed		9,137	4,290	26,127	39,554
No. 2 "		13,707	14,778	55,138	83,623
Other		33,192	12,300	24,830	70,322
Totals		120,823	30,552	268,217	419,592
Barley—					
No. 3 extra C.W		1,325			1,325
No. 3 C.W.		92,201	3,870	152,085	248,156
No. 4 "		83,414	1,445	68,443	153,302
Feed		15,872	390	3,979	20,241
Rejected		22,327	70	44,400	66,797
Other		5,541	* 9	11,190	16,722
Totals		220,680	5,766	280,097	506,543
Flax—					
No. 1 Northwestern Canada		153,433	* 463		152,970
No. 2 C.W.		64,366	1,093		65,459
No. 3 "		75,052	947	11,204	87,203
Rejected			2,414	10,425	12,839
Other		77,699	1,286		78,985
Totals		370,550	5,277	21,629	397,456
Rye—					
No. 1 C.W.		10,447			10,447
No. 2 "		16,120	9,129		25,249
No. 3 "					
No Grade		1,150			1,150
Rejected			34		34
Other		6,505	76	6,182	12,763
Totals		34,222	9,239	6,182	49,643
Total quantity in store		1,875,153	214,462	4,775,436	6,865,051

*Overshipped.

AUCTION SALE OF WOOL REVIVED IN AUSTRALIA.

Mr. D. H. Ross, Canadian Government Trade Commissioner in Melbourne, Australia, cables as follows:—

"Australian auction wool sales have been revived. They will begin October 1 at Adelaide. Auctions will afterwards be held at other centres. 100,000 bales have been catalogued for October sales."

Quantity of Wheat and other Grain in store at Public Terminal Elevators, Private Terminal Elevators, Interior Terminal Elevators, Country Elevators, U.S. Atlantic Seaboard Ports and Public Elevators in the East, on September 10, 1920, with comparisons for five years.

—	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
September 10, 1920—			
Public Terminal Elevators	1,128,878	746,275	1,875,153
Private " "	323,231	148,750	471,981
Interior " "	163,628	50,834	214,462
Country Elevators	Not	available.	
U.S. Atlantic Seaboard Ports		13,556	13,556
Public Elevators in the East	4,199,311	576,125	4,775,436
Total	5,815,048	1,535,540	7,350,588
September 12, 1919—			
Public Terminal Elevators	3,239,485	1,397,839	4,637,324
Interior " "	8,095	151,179	159,274
Public Elevators in the East	1,083,147	2,190,473	3,273,620
Total	4,330,727	3,739,491	8,070,218
September 13, 1918—			
Public Terminal Elevators	*156,303	688,062	531,759
Interior " "	55,402	164,923	220,325
Public Elevators in the East	632,660	2,292,032	2,924,692
Total	531,759	3,145,017	3,676,776
September 14, 1917—			
Public Terminal Elevators	1,268,138	3,597,535	4,865,673
Interior " "	187,650	93,297	280,947
Public Elevators in the East	2,128,086	968,905	3,096,991
Total	3,583,874	4,659,737	8,243,611
September 15, 1916—			
Public Terminal Elevators	4,360,270	4,225,660	8,585,930
Interior " "	303,317	73,782	377,099
Public Elevators in the East	7,118,153	9,209,706	16,327,859
Total	11,781,740	13,509,148	25,290,888
September 17, 1915—			
Public Terminal Elevators	2,983,871	1,383,977	4,367,848
Interior " "	27,961	1,089	29,050
Public Elevators in the East	768,119	394,763	1,162,882
Total	3,779,951	1,779,829	5,559,780

*Wheat overshipped.

JAMAICA FIRM OFFERS TROPICAL PRODUCTS IN EXCHANGE FOR CANADIAN FOODSTUFFS.

An established firm in Kingston, Jamaica, is anxious to establish reciprocal trade with Canadian firms who would undertake the purchase of Jamaican tropical exports. At present they have available quantities of Jamaica rum, either in casks or in bottles, dried cocoanuts, cocoanut oil, copra, and they will consider requests for any tropical produce. In Canada they wish to buy manufactured foodstuffs. The address of this firm may be obtained upon reference to the Commercial Intelligence Branch, Department of Trade and Commerce, quoting file No. 17449.

Receipts and Shipments of the different kinds of Canadian Grain at the Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in the Western Division, and Public Elevators in the East; also United States Atlantic Seaboard Ports for the week ending September 10, 1920.

PUBLIC TERMINAL ELEVATORS.

		Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Receipts	Rail	771,790	14,157	101,689	14,974	12,944	.....	915,554
Shipments	Vessel	176,004	2,905	1,006	.....	.....	.....	179,965
	Rail	4,795	37,236	33,070	33,152	4,293	.....	112,546

PRIVATE TERMINAL ELEVATORS.

Receipts	Rail	339,993	37,608	85,319	17,513	6,157	.....	486,590
Shipments	Vessel	213,197	.....	.....	.....	.....	.....	213,197
	Rail	21,883	48,958	60,937	.....	24	.....	131,802

INTERIOR TERMINAL ELEVATORS.

Receipts	Rail	7,170	1,291	.....	1,928	.....	.....	10,389
Shipments	Rail	16,089	17,719	.....	5,698	259	.....	39,765

COUNTRY ELEVATORS, WESTERN DIVISION.

Receipts	Rail	Not available.
Shipments	Rail	

PUBLIC ELEVATORS IN THE EAST.

GEORGIAN BAY PORTS.

Receipts	Vessel	350,291	.....	.....	.....	.....	.....	350,291
Shipments	Rail	617,298	.....	.....	.....	.....	.....	617,298

LOWER LAKE PORTS.

Receipts	Vessel	213,392	.....	.....	.....	.....	.....	213,392
	Rail	19,825	.....	.....	.....	.....	.....	19,825
Shipments	Vessel	98,354	.....	.....	.....	.....	.....	98,354
	Rail	25,574	.....	.....	.....	.....	.....	25,574

ST. LAWRENCE PORTS.

Receipts	Vessel	98,144	4,754	54,697	.....	.....	.....	157,595
	Rail	1,427,229	170,431	28,962	.....	6,182	.....	1,632,804
Shipments	Vessel	640,375	56,355	59,618	.....	.....	.....	756,348
	Rail	.....	8,387	6,201	.....	.....	.....	14,588

SEABOARD PORTS.

Receipts	Rail	.....	.....	.....	.....	.....	.....	–
Shipments	Vessel	.....	.....	.....	.....	.....	.....	–

TOTAL, PUBLIC ELEVATORS IN THE EAST.

Receipts	Vessel	661,827	4,754	54,697	.....	.....	.....	721,788
	Rail	1,447,054	170,431	28,962	.....	6,182	.....	1,652,629
Shipments	Vessel	738,729	56,355	59,618	.....	.....	.....	854,702
	Rail	642,872	8,387	6,201	.....	.....	.....	657,460

U.S. ATLANTIC SEABOARD PORTS.

Receipts	Rail	.....	.....	.....	.....	4,492	.....	4,492
Shipments	Vessel	.....	.....	.....	.....	.....	.....	

Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other Points in the Western Division for the Undermentioned Periods.

		Month of August 1920.	Twelve Months ended August 1920.	Twelve Months ended August 1919.
Wheat, Spring—		No.	No.	No.
One Hard		1	134	597
One Hard White Fife				
One Man. Northern		1,437	35,452	42,600
Two Man. Northern		504	22,589	18,296
Three Man. Northern		195	14,535	16,996
Number Four		62	1,273	10,998
Number Five		65	679	5,489
Number Six		7	212	3,567
Feed		6	162	941
Smutty		10	282	792
No Grade		104	15,952	4,292
Rejected		191	3,768	1,991
Condemned			28	85
No Established Grade			4	6
No. 1			42	94
No. 2			12	50
No. 3			5	9
No. 1 Goose				37
No. 2 Goose				2
No. 4 Special		20	3,720	
No. 5 Special		5	867	
No. 6 Special		1	200	
No. 1 Durum		1	16	
No. 2 Durum		2	35	
No. 3 Durum			21	
Total Spring Wheat	Cars	2,611	99,988	106,842
	Bush	3,198,475	122,485,300	133,552,500
Wheat, Winter—				
One A.R.W				
Two A.R.W		4	20	17
Three A.R.W		2	8	27
Four R.W			3	4
Five Winter				
One White Winter				
Two White Winter			22	
Three White Winter			4	
Four White Winter				
One Mixed Winter				
Two Mixed Winter				
Three Mixed Winter				
Four White Winter				
No Grade			3	1
Rejected				
Smutty White Winter				
Total Winter Wheat	Cars	6	60	49
	Bush	7,350	73,500	61,250
Total Wheat	Cars	2,617	100,048	106,891
	Bush	3,205,825	122,558,800	133,613,750
Oats—				
Extra No. 1 C.W				
Number One Canadian Western			12	10
Number Two Canadian Western		62	4,725	2,140
Number Three Canadian Western		88	6,143	2,126
Extra Number One Feed		82	2,864	2,257
Number One Feed		91	3,355	3,333
Number Two Feed		46	3,546	3,070
Rejected		17	762	696
No Grade		51	11,578	2,146
Condemned		2	15	15
Mixed Grain		22	673	440
Mixed Grain No. 2				
Spelz				1
Total Oats	Cars	461	33,673	16,234
	Bush	898,950	65,662,350	34,091,400

Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other Points in the Western Division for the Undermentioned Periods.—*Continued.*

		Month of August 1920.	Twelve Months ended August 1920.	Twelve Months ended August 1919.
Barley—		No.	No.	No.
Number Two C.W.				
Number Three Extra C.W.		1	38	8
Number Three C.W.		103	3,146	4,150
Number Four C.W.		76	2,313	2,557
Rejected		20	688	965
No Grade		19	2,733	1,507
Condemned				1
Smutty				
Feed		22	1,246	779
Total Barley	Cars	241	10,164	9,967
	Bush.	325,350	13,721,400	13,455,450
Flaxseed—				
Number One N.W. Canada		28	1,706	1,855
Number 2 C.W.		23	258	544
Number 3 C.W.		38	340	214
Rejected		44	378	36
No Grade		1	141	53
Condemned				2
Total Flaxseed	Cars	134	2,823	2,704
	Bush.	134,000	2,823,000	2,704,000
Rye—				
Number 1 C. W.		36	47	12
Number 2 C. W.		30	1,241	842
Rejected		9	381	195
No Grade		4	203	257
Feed				1
Condemned			1	
Rye	Cars	79	1,873	1,307
	Bush.	90,850	2,152,950	1,437,700
Corn	Cars		6	9
	Bush.		6,000	9,000
Screenings	Cars	38	682	609
	Bush.	38,000	682,000	609,000
Buckwheat	Cars		2	
	Bush.		2,000	
Recapitulation.				
Grain—				
Wheat	Cars	2,617	100,048	106,891
	Bush.	3,205,825	122,558,800	133,613,750
Oats	Cars	461	33,673	16,234
	Bush.	898,950	65,662,350	34,091,400
Barley	Cars	241	10,164	9,967
	Bush.	325,350	13,721,400	13,455,450
Flaxseed	Cars	134	2,823	2,704
	Bush.	134,000	2,823,000	2,704,000
Rye	Cars	79	1,873	1,307
	Bush.	90,850	2,153,950	1,437,700
Screenings	Cars	38	682	609
	Bush	38,000	682,000	609,000
Corn	Cars		6	9
	Bush.		6,000	9,000
Buckwheat	Cars		2	
	Bush.		2,000	
Total grain	Cars	3,570	149,271	137,721
	Bush.	4,692,975	207,609,500	185,920,300
Canadian Pacific Railway, Winnipeg and other points		2,058	73,966	70,203
Canadian Northern Railway		1,284	54,239	51,182
Great Northern Railway, Duluth		29	696	1,025
Grand Trunk Pacific		199	20,280	15,311
Total		3,570	149,271	137,721

Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other Points in the Western Division for the Undermentioned Periods.—*Concluded.*

	Increase + Decrease −	% Increase.
Canadian Pacific Railway, Winnipeg and other points	+ 3,763	–
Canadian Northern Railway	+ 3,147	–
Great Northern Railway, Duluth	− 329	–
Grand Trunk Pacific	+ 4,969	–
Total increase	11,550	8·38

Quantity of United States Grain in Store Received and Shipped at the Public Elevators in the East for the week ending September 10, 1920, in comparison with the same period last year.

	Wheat.	Oats.	Barley.	Corn.	Rye.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Depot Harbour Elevator	28,440	80,714	.....	2,740	.....	111,894
Aberdeen Elevator Co.	.....	.....	.....	.....	.....	–
Midland Elevator Co.	.....	.....	.....	.....	.....	–
Tiffin (G.T.P)	.....	.....	.....	.....	.....	–
Port McNicoll, C.P.R.	214,977	.....	.....	.....	.....	214,977
Montreal Harbour Commrs. 1 and 2	552,320	3,852	54,107	278,164	117,060	1,005,503
Total	795,737	84,566	54,107	280,904	117,060	1,332,374
Same period last year	406,257	88,445	37,598	78,781	310,853	921,934

Georgian Bay Ports.

	Receipts.		Shipments.	
	Water.	Rail.	Water.	Rail.
	Bush.	Bush.	Bush.	Bush.
Wheat	.....	.....	.....	469,890
Oats	49,974	.....	.....	8,200
Rye	.....	.....	.....	–
Corn	.....	.....	.....	–

St. Lawrence Ports.

Wheat	.....	530,431	413,815	–
Oats	.....	1,877	.....	–
Barley	.....	13,689	.....	–
Rye	10,002	95,458	25,714	–
Corn	196,420	94,881	54,493	–

Recapitulation—Comparative Figures for twelve months ending August 31, 1920.

	Total Number of Cars.
1901- 2..	57,500
1902- 3	54,995
1903- 4	40,299
1904- 5	40,396
1905- 6	69,174
1906- 7	81,507
1907- 8	63,982
1908- 9	87,957
1909-10	114,997
1910-11	100,737
1911-12	176,201
1912-13	189,075
1913-14	196,732
1914-15	122,832
1915-16	354,039
1916-17	231,082
1917-18	171,080
1918-19	137,721
1919-20	149,271

NEW INCORPORATIONS.

Dominion.

Canada Fire Prevention Equipment Company, Limited. Incorporators: Watson Wood Dewees, superintendent of building; and others, all of Philadelphia, Pa. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of business, Toronto.

Langslow, Limited. Incorporators: Harry Richard Langslow, manufacturer; Alfred James Armstrong, barrister, Cobourg; and others. Capital $500,000, divided into 5,000 shares of $100 each. Chief place of business, Cobourg.

Laboratoires Poulenc Freres du Canada, Limitee. Incorporators: Arthur Decary and Henri Lanctot, both druggists, Raoul Guillaume de Lorimier, K.C., and others, all of Montreal. Capital $200,000, divided into 2,000 shares of $100 each. Chief place of business, Montreal.

Dominion Sanitary Pottery Company, Limited. Incorporators: Arthur Findlay Armstrong, accountant; and others—all of Montreal. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of business, St. Johns, Que.

Thermoboard, Limited. Incorporators: Francis Wilson Griffiths and Arthur Lorne Reid, solicitors; and others—all of Niagara Falls. Capital $250,000, divided into 2,500 shares of $100 each. Chief place of business, Niagara Falls.

The Beaver Varnish Company, Limited. Incorporators: Alfred Bicknell, John Stewart Duggan, barristers-at-law; and others—all of Toronto. Capital $200,000, divided into 2,000 shares of $100 each. Chief place of business, Thorold.

The Gillespie Terminal Grain Company, Limited. Incorporators: John Gillespie, Edmonton, Gerald Francis de Courcy O'Grady and William Herbert Milner, barristers-at law; and others—all of Winnipeg. Capital $500,000, divided into 5,000 shares of $100 each. Chief place of business, Winnipeg, Man.

Red Seal Storage Batteries, Limited. Incorporators: Frank Callaghan and Francois Xavier Antoine Biron, advocates; and others—all of Montreal. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of business, Montreal.

TENDERS INVITED.

Australia.

VICTORIAN GOVERNMENT RAILWAY DEPARTMENT; PUBLIC WORKS DEPARTMENT OF NEW SOUTH WALES.

Copies of tender forms and specifications have been received from Mr. D. H. Ross, Canadian Trade Commissioner, Melbourne, for equipment required by the Victorian Government Railway Department, Melbourne, and by the Public Works Department of New South Wales, Sydney.

These tender forms and specifications are open to the inspection of interested Canadian manufacturers at the Department of Trade and Commerce, Ottawa (refer file No. 20603).

Tenders in conformity to the specifications should be addressed respectively to the Secretary, Victorian Government Railway Department, Melbourne, Australia, and to the President of the Tender Board, Public Works Department of New South Wales, Sydney, Australia.

Particulars of the requirements are briefly outlined thus:—

VICTORIAN GOVERNMENT RAILWAY DEPARTMENT.

No.	Date of Closing.	Particulars.
33348	November 10, 1920.	Supply and delivery of vertical grinding machine, including tools, gears and accessories, as specified.
33347	November 10, 1920.	Supply and delivery of tool room lathe, including tools, gears and accessories, as specified.
33349	November 10, 1920.	Supply and delivery of three capstan lathes, including tools, gears and accessories, as specified.
33341	December 5, 1920.	Supply and delivery of 2,400 steel tires for railroad cars and wagons, as specified.

PUBLIC WORKS DEPARTMENT OF NEW SOUTH WALES.

. .	November 1, 1920.	Supply and delivery of two electrically-operated stiff-leg derrick cranes, as specified.
. . .	November 1, 1920.	Supply and delivery of three centrifugal pumps and one high-lift pump, as specified.
. .	November 1, 1920.	Supply and delivery of two steam travelling cranes, as specified.
.....	November 1, 1920.	Supply and delivery of jet condensing plant, two feed pumps, and one feed water heater, as specified.
.....	November 1, 1920.	Supply and delivery of one 225 B.H.P. steam engine, as specified.
.....	November 1, 1920.	Supply and delivery of four electric winches, as specified.
.....	November 1, 1920.	Supply and delivery of belt conveyer and chuting plant.
23–20	December 6, 1920.	Supply, delivery and erection of switchgear and transformers for Barren Jack Hydro-Electric Development, as specified.
25–20	December 6, 1920.	Supply, delivery and erection of turbines and generators for Nymbodia Hydro-Electric Development, as specified.
26–20	December 6, 1920.	Supply, delivery and erection of switchgear and transformers for Nymbodia Hydro-Electric Development, as specified.

FOREIGN EXCHANGE QUOTATIONS FOR THE WEEK ENDING SEPTEMBER 15.

The Foreign Exchange Department of the Bank of Montreal has furnished the following statement of the nominal closing quotations for all the principal exchanges for the week ending September 15. Those for the week ending September 8 are also given for the sake of comparison. Similar quotations will be published in the *Weekly Bulletin* regularly every week in future:—

	Parity		Week ending September 8	Week ending September 15.
Britain .. .. £	1.00	$4.86	3.902	3.865
France.. .. ..Fr.	1.	.193	.075	.072
Italy.. .. ..Lira	1.	.193	.048	.047
Holland.. .. .. ..Florin	1.	.402	.349	.342
Belgium .. ..Fr.	1.	.193	.079	.077
Spain.. .. ..Pes.	1.	.193	.164	.161
Portugal.. .. .. ..Esc.	1.	1.08	.195	.182
Switzerland .. .. ..Fr.	1.	.193	.181	.179
Germany .. ..Mk.	1.	.238	.021	.018
Greece.. .. ..Dr.	1.	.193	.120	.117
Norway .. ..Fr.	1.	.268	.157	.151
Swelen.. .. ..Kr.	1.	.268	.221	.223
Denmark.. .. .. ..Kr.	1.	.268	.157	.151
Japan.. .. ..Yen.	1.	.498	.564	.565
India.. .. .. R.	1.	.342	.379	.383
U.S.A... .. .. $	1.	1.00	1.10	1.11
Argentine.. .. .. ..Pes.	1.	.965	1.32	1.35
Brazil .. ..Mil.	1.	.546	.215	.216
Roumania.. .. .. ..Lei.	1.	.193	.026	.023

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "The Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa," or The Secretary of the Canadian Manufacturers' Association, Toronto, Montreal, Winnipeg, Amherst, N.S., and Vancouver, or The Secretary of the Board of Trade at Toronto, Hamilton, Kingston, Brandon, Halifax, Montreal, Quebec, St. John, Sherbrooke, Vancouver, Victoria, Winnipeg, Edmonton, Calgary, Moosejaw, Saskatoon, Sault Ste. Marie, Fort William, Port Arthur, Moncton, Regina, New Westminster, B.C., Sydney (Cape Breton), North Sydney (Cape Breton), Guelph, Peterborough, Brantford, Kitchener, St. Mary's, Ont., Chambre de Commerce de Montreal, The London, Ont., Chamber of Commerce, The Stratford Chamber of Commerce, The Border Chamber of Commerce, Windsor, Ont., and Kitchener Manufacturers' Association.

Food Products.

1877. **Flour.**—A Johannesburg firm of manufacturers' representatives are prepared to handle a Canadian agency for flour and breakfast foods.

1878. **Flour.**—Commercial agent in Nassau, Bahamas, would like to get into communication with Canadian shippers of flour in view of the proposed arrangements for steamship communication between Canada and the Bahamas.

1879. **Packing house products and tinned goods.**—Established Danish importer states that there is a large market in Denmark for tinned meats, sausages, hides and skins, cattle offals, all varieties of tinned fish and preserved fruits. As he is in touch with the largest Danish distributors, he wishes to be placed in touch with Canadian exporters of any of the above commodities.

1880. **Pork and beef packings.**—A commission house in British Guiana wish to get in touch with a Canadian packing house for above. Firm is in good standing.

1881. **Flour.**—A well known and responsible agent in British Guiana desires to secure a Canadian flour agency.

1882. **Cheese and canned salmon.**—A Belgian firm ask for names of Canadian manufacturers and shippers of cheese and of canned salmon.

1883. **Chocolate and confectionery.**—A firm of commission agents in British Guiana wish to secure an agency for chocolate and confectionery. Good references.

1884. **Fancy biscuits.**—A firm of commission merchants in British Guiana would like to obtain an agency for fancy biscuits.

1885. **White Canadian peas.**—Scotch importers desire to hear from Canadian producers who are able to ship high quality white Canadian peas. See page 789 of this number of the *Weekly Bulletin*.

1886. **Tinned apples.**—Firm of Scotch importers is particularly anxious to establish direct connections with some independent producers in Canada who are in a position to export.

1887. **Food products.**—Importer in Scotland already doing extensive business in Canada desires to receive offers of sugar, cheese, dried fruits and lard and starches, such as Farina. After control is finally removed they are also desirous of getting into touch with Canadian exporters of butter.

1888. **Food products.**—A firm in Kingston, Jamaica, with tropical products for export wish to be placed in touch with Canadian exporters of food products. See page 836 of this number of the *Weekly Bulletin*.

1889. **Foodstuffs.**—A commercial agent in British Guiana would like to get in touch with a Canadian house supplying general foodstuffs.

Wood, Paper, and Pulp Products.

1890. **Timber for wireless masts.**—A London firm of contractors wish to purchase from Canada pine suitable for the erection of lattice wireless masts, according to the following specification: 1,000 cubic feet 4 inches by 6 inches, 600 cubic feet 4 inches by 8 inches, 1,000 cubic feet 2 inches by 6 inches, 4,000 cubic feet 12 inches by 12 inches, and invite quotations.

1891. **Lumber.**—A commission house in Trinidad wishes to get in touch with a Canadian lumber supply firm, also box shooks.

1892. **Lumber.**—A firm of importers of timbers, doors, mouldings, plywood, etc., in Dunedin, N.Z., would like to get into communication with a firm of lumber exporters in Eastern Canada who are in a position to ship from Montreal or St. John. The following are the principal lines required: Pine and spruce in planks, select and merchantable quality, 12 x 2, 12 x 3, 9 x 2 and 9 x 3. Doors and materials for making sashes and mouldings. Three-ply veneer in first and second quality in sheets 72 x 36 and 60 x 36, ¼-inch and $\frac{3}{16}$-inch thick, suitable for Dado panelling. Single ply veneer for drawer bottoms. If poosible, let the exporter quote for the above lines and state the rate of freight from port of shipment to Dunedin. The New Zealand Shipping Company can give this information. We also require laths for plastering, 4 feet 6 inches long, 1¾ inches wide, and ¼-inch thick.

1893. **Railway ties and pit props.**—Large quantities of these commodities are required by a Montreal firm for shipment to Great Britain. The dimensions of the railway ties must approximate as follows: Length 8 feet 6 inches, width 10 inches, thickness 5 inches. The ties must be cut straight and regular from round wood without faults. Length may vary 2 inches from stipulation and width and thickness ½-inch.

1894. **Handles.**—A Cape Town manufacturers' agent, covering all centres of the Union, is prepared to take up the selling agency for Canadian handles of all kinds.

1895. **Birch squares for bobbins.**—Thread maker in Scotland who previously got his bobbins from Sweden but is now making them at his own plant desires to get birch squares from Canada, as the Canadian birch is said to be most satisfactory for

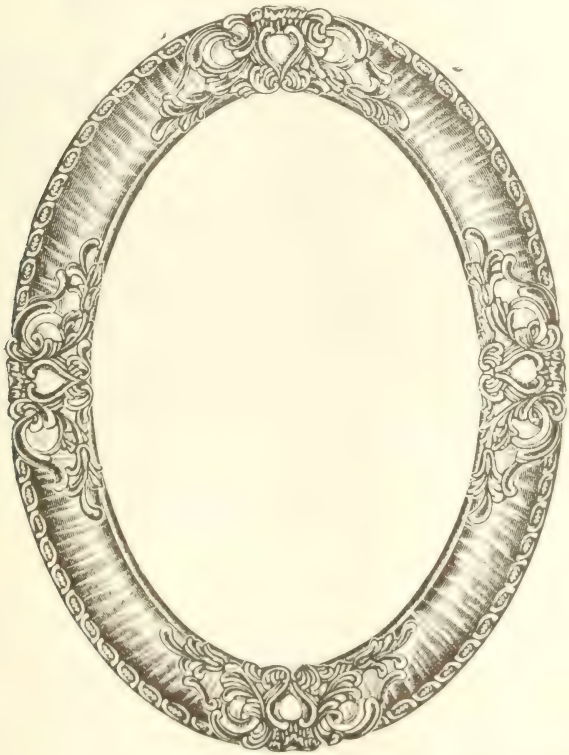
this purpose. He desires quotations for "squares" 2 inches square and normally 4 feet long. If necessary, he is willing to import birch planks.

1896. **Portable buildings.**—A firm of commission agents in Trinidad would like to get in touch with a Canadian firm supplying portable houses. The firm have engaged the services of a competent civil and constructional engineer to handle this part of the business. The territory includes British and Dutch Guiana and the West Indies.

1897. A communication has been received from an important French bank to the effect that a group of capitalists desire to erect a number of frame houses in the west of France and would like to receive catalogues and price lists from Canadian manufacturers of portable houses, and Canadian manufcturers supplying accessories for such houses.

1898. **Picture mouldings.**—A Cape Town firm of importers, with branch stores throughout the Union, ask for catalogues and prices on Canadian-made picture mouldings.

1899. **Picture frames.**—A Cape Town firm who import oval picture frames are anxious to import from Canada.



Mr. W. J. Egan, Canadian Government Trade Commissioner at Cape Town, writes:—

"The oval picture frame shewn in this illustration is a big seller in South Africa, one Cape Town firm making a Trade Inquiry import an average of 100 frames a month. The size of the frame required is fourteen by twenty inches. It is nicely ornamented and finished in gold or circassian walnut, with centres in full gold burnish. There is also an import of a similar frame in plain finish. The frames are

used with an oval convex glass. The glass is also imported and if manufactured in Canada the same source of inquiry about frames will be glad to secure particulars about export price and packing."

1900. **Paper.**—A Manchester firm is in a position to purchase large quantities of paper.

1901. **School stationery.**—A Cape Town firm specializing in school stationery and large importers for Cape Town and other cities where they have branch stores ask for quotations and samples when possible on school stationery of all kinds.

1902. **Newsprint, writing paper, etc.**—A London firm is desirous of securing for their Rangoon branch the agency for Burma of Canadian manufacturers of newsprint, writing papers, cardboard, etc.

1903. The Paris branch of an important British firm in Alexandria, Egypt, wishes to secure Canadian agencies for wood pulp and paper.

1904. **Bleached sulphite wood pulp.**—A London firm which has an inquiry for bleached sulphite wood pulp for the Spanish market asks for the addresses of Canadian producers.

Raw Materials and Chemical Extracts.

1905. **China clay.**—A Buenos Aires firm of manufacturers' representatives specializing in railway material and iron and steel would like to be placed in communication with a producer of china clay.

1906. **Feldspar.**—Glasgow importers with extensive connections desire to get in touch with Canadian producers of feldspar suitable for the pottery trade.

1907. **Pyrolignite of lime.**—Chemical manufacturers and importers in Scotland with extensive connections throughout the United Kingdom and on the Continent desire to hear from Canadian producers who can export pyrolignite of lime.

1908. **Acetate of lime.**—Chemical manufacturers and importers in Scotland with extensive connections throughout the United Kingdom and on the Continent desire to hear from Canadian producers who can export brown acetate of lime.

1909. A Buenos Aires firm of manufacturers' representatives would like to be placed in communication with a manufacturer of silicate of soda.

1910. **Fertilizer.**—A Glasgow firm with extensive connections throughout the United Kingdom states it will pay 40/— per unit of ammonia per ton of 240 pounds c.i.f. Glasgow or Liverpool for finely ground dried blood testing about $\frac{15}{16}$ per cent ammonia, in strong double bags, net weight, cash against full set of shipping documents in London. Insurance W.P.A. and War.

1911. **Artificial manure.**—A commission firm in British Guiana in good standing desire to obtain a Canadian connection for artificial manures.

1912. **Chemicals.**—A Manchester firm is prepared to consider offers of chemicals, particularly acetic acid.

1913. **Dyestuffs.**—A Manchester firm is open to consider offers of coal tar, bases and intermediates for dyestuffs.

1914. **Chemical products.**—French staff officer who served with the French Mission in Poland has been demobilized and has resumed his work as chief chemist of La Societe Chemique des Usines du Rhone. He is stationed at Bourgoin, in the department of Sisere, and states that there are markets available there for Canadian chemical products, particularly the following: pharmeceutical products, heavy and light industrial chemicals, dyes, fertilizers. He asks to be placed in touch with any Canadian exporters who would consider representation in this area.

1915. **Chemicals and pharmaceutical products.**—Belgian importer wishes to be placed in touch with Canadian exporters of the above commodities who would consider representation in Brussells.

Machinery and Steel Products.

1916. **Machinery, sheet metal work.**—A Cape Town manufacturer asks for catalogues, prices and detailed information on all latest sheet metal work machinery.

1917. **Machinery and boilers.**—A commission house in Trinidad with good references wishes to secure an agency for machinery and boilers. Special arrangements have been made to handle these lines.

1918. **Oil-drilling tools and machinery.**—A firm of commission agents in Trinidad is desirous of getting in touch with a Canadian firm manufacturing oil-drilling tools and machinery. One of the firm has made a special study of this work and is therefore in good position to handle the business. Good references.

1919. **Galvanized wire nails.**—Scotch importer who is willing to take ten tons or more at a time desires to get in touch with Canadian manufacturers in a position to export galvanized wire nails, and with whom he could deal direct. This importer does not desire to deal through a London agent.

1920. **Wire nails.**—Scotch nail company will be in the market for wire nails at a later date.

1921. **Cut nails.**—A London company already handling Canadian goods reports a large demand for cut nails for building purposes, and would be glad to hear from Canadian manufacturers who can fill orders, so that specifications and other details can be furnished.

1922. **Tack plates.**—Scotch nail company desires to get quotations for early delivery of a load of 5 to 10 tons of tack plates.

1923. **Brass and iron screws.**—A South of England firm ask for names of Canadian manufacturers of brass and iron screws.

1924. **Steel sheets.**—A Cape Town metal goods manufacturer makes inquiry for supply of black steel sheets 290 gauge, in three sizes, 24¾ inches by 99 inches, 25 inches by 102 inches, 26 inches by 104 inches.

1925. **Steel wheels.**—A Buenos Aires firm of manufacturers' representatives specializing in railway material and iron and steel would like to be placed in communication with a manufacturer of steel wheels.

1926. **Wire.**—A Buenos Aires firm of manufacturers' representatives specializing in railway material and iron and steel would like to be placed in communication with a manufacturer of black varnished, galvanized and barbed wire.

1927. **Nails and cement.**—A hardware company in the city of Nassau wish to secure supplies of common wire, galvanized wire, nails and cement. Canadian manufacturers are asked to quote prices f.o.b. Canadian port.

1928. **Building material.**—A Cape Town firm of importers also holding some agencies in building material lines are prepared to consider agency arrangements for building material of any kind, except locks, fire grates, hardwood, floors and wood preserved. Correspondence requested with samples when possible.

1929. **Pickaxes.**—A South African commission agent calling regularly on the hardware, mining and contracting trades is seeking the agency for a Canadian-made pickaxe.

1930. **Hardware.**—A firm of commission agents in Trinidad with good references wish to represent a Canadian house for general hardware lines.

1931. **Hardware.**—A commercial agent in Demerara, British Guiana, in good standing wishes to secure a Canadian hardware house.

DEMAND FOR TRACTORS IN THE STRAITS SETTLEMENTS.

That several agencies have been formed in the Straits Settlements for the sale of tractors is evidence of an effective demand, writes Vice Consul A. H. Elliott, of Penang, in the *United States Commerce Reports*. Their use is becoming quite popular in the section about Penang. It is suggested that the upright tractor will possibly meet the demands of the market most effectively, as many of the users are owners of the rubber estates, who also operate the tin mines, and find that the upright style of tractor is practical both for mine and plantation. Much of the land is filled with roots and dead debris to such an extent that a powerful tractor is usually required.

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

45. R.S.—Demobilized soldier, just returned after four year's overseas service, aged twenty-three, desires to get in touch with party proceeding to England and France, to act as assistant salesman with some Canadian agencies. Has pleasing personality and thoroughly acquainted with England and France.

46. R.S.—A returned Canadian officer who held a commission in the R.F.C. and R.A.F. and spent five years overseas desires to represent two or three Canadian manufacturers on a commission basis. Before the war he was a commercial traveller for five years. Good connections in England. Willing to work hard to establish lines handled and is prepared to sail immediately arrangements are completed.

47. R.S.—A returned soldier who previous to four years' service in the war was engaged in the retail lumber business in New Brunswick for eighteen years desires to take up Canadian agencies in Europe. He is prepared to work on a commission basis and to go abroad at his own expense.

48-49. R.S.—Two young men who were in service overseas have just arrived in Canada from the West Indies and seek employment with firms as buyers or sellers of products in the British West Indies. They have a good knowledge of the customs and trade of the islands.

50. R.S.—A Canadian field officer, at present holding important Government appointment, possessing English and Canadian legal qualifications, and with fifteen years' business experience, desires a position in Japan, Hong Kong, or other place of warmer climate, as representative or manager (on a salary basis) of some business corporation. Has had considerable experience in organization and administration and handling of a large staff. Will supply excellent references.

51. R.S.—A Canadian who served in the French army from 1914 to 1919 proposes to return to Europe and would like to represent Canadian manufacturers in France and Belgium.

52. R.S.—A Canadian who saw four years' service overseas with the Canadian forces and has recently returned from Canada to England is desirous of being brought in touch with Canadian manufacturers who are looking for representation in the British Isles and France. He has excellent connections both in England and France, and would like to handle general lines. References.

53. R.S.—Canadian officer (four years' active service), university graduate, with good address, good knowledge of Danish, German, and French languages, and with family connections in highest business circles in Denmark, desires position representing firm of Canadian exporters in Scandinavian countries.

54. R.S.—Two returned soldiers having good connections with Poland wish to act as resident agents for Canadian firms. They have at present a representative in Warsaw, Poland, who is anxious to obtain celluloid specialties, also elastic used in the manufacture of men's suspenders and ladies' garters. Samples in all colours requested with quotations.

55. R.S.—A Canadian lawyer of Scottish descent, speaking and writing fluent French and with a good working knowledge of Russian, special knowledge of law and finance, and very considerable executive experience, seeks a position as commercial representative. Prepared to go abroad immediately provided that salary and conditions are satisfactory.

56. R.S.—A Canadian who served in France is about to take a business trip, during which he will visit England, France, and probably Switzerland, Spain, and Italy, and then proceed to North Africa and South Africa. He would like to represent Canadian manufacturing firms. He has had experience in selling engineering machinery, building supplies, etc., and would prefer to represent that class of manufacturers, but is willing to undertake any commission.

57. **R.S.**—Ex-naval officer (Accountant Branch), full war service, seventeen years resident in Canada, with banking experience, visiting London on business early in May, would be glad to execute commissions of any kind that will bear the closest investigation.

58. **R.S.**—Returned officer, single, desires to represent Canadian manufacturer in Italy, from whence he has recently returned. Speaks Italian and French, and is conversant with Italian trade and customs.

59. **R.S.**—A returned business man, aged 43, very active, who qualified for a commission with staff duties, from the ranks, with over three years' service in Canada, England, and France, C.E.F., will entertain agency proposals. Now established as manufacturers' agent for foreign and domestic markets, general importing and exporting. His business training covers over twenty years' experience with representative concerns in New York city, Pittsburg and elsewhere. He has thorough working knowledge of import and export technique, gained by operations from the ports of New York, Vancouver and Victoria. Particularly desires Eastern Canadian connections in machinery and metal products for sale in British Columbia or as manufacturers' export agent at Pacific seaboard. Can also use desirable connections in the Far East to mutual advantage.

60. **R.S.**—A Canadian who served four years overseas is at present acting as travelling salesman for a wholesale stationery company in Canada, but proposes to leave shortly for London, England, with the intention of opening up an agency there. He would like to get into communication with Canadian manufacturers who require representation.

61. **R.S.**—Ex-officer, graduate of McGill University in arts and law, with extensive experience in mortgage, land, and insurance organization, good linguist, with knowledge of Spanish and Portuguese, wishes to go to South America as representative of export firms.

62. **R.S.**—Two returned soldiers who are carrying on a commission business in New Westminster, B.C., would like to secure agencies for Canadian manufactures. They are especially interested in woodworking industries.

63. **R.S.**—A returned soldier well acquainted with wholesale shipping and manufacturing firms in the United Kingdom, where he was a manufacturers' agent prior to 1912, proposes establishing in the United Kingdom an agency for Canadian goods. He has financial backing to the extent of $50,000, and has arranged for some Canadian agencies, but wishes to secure additional agencies for both manufactured goods and food products.

64. **R.S.**—Returned soldier, good business training, well connected in Scotland, holding teacher's certificate in Scotland and possessing tact, fluency, and executive ability, desires to represent manufacturer in British Empire. Unmarried.

65. **R.S.**—Returned soldier, Belgian born, formerly employed as interpreter on headquarters staff, intends visiting Europe on business. Would undertake commissions or the selling of goods on a commission basis. Speaks four languages fluently, and will cover seven countries on his trip.

66. **R.S.**—A former officer of the Canadian Expeditionary Force, with experience as general sales agent and pre-war connections in England and Belgium, is leaving for Brussels in October and seeks representation for any Canadian firms interested. Would also undertake special commissions and inquiries on behalf of Canadian manufacturers.

67. **R.S.**—Two Canadian officers who served for three years in the British Army in Mesopotamia have established themselves as merchants in Bagdad, Mesopotamia. They would like to get in touch with Canadian exporters both of food products and manufactured goods. They are particularly interested in wire fencing and reinforced concrete posts, brick-making machinery, fuel oil engines from 20 to 40 horse-power with centrifugal pump for irrigation with lift of 25 feet.

68. **R.S.**—Ex-officer of the Imperial Army, now repatriated and established as importer and exporter in Toronto, wishes to be placed in touch with manufacturers who are considering the Indian market. Served in the Indian theatre for three years, and had the opportunity for studying Indian industry after the armistice.

69. **R.S.**—Representation in Central and South America: Captain in Canadian Expeditionary Forces, four years' active service overseas, wishes to secure representation of Canadian manufacturers who are disposed to open commercial relations in Central and South America. At present connected with large American export firm. Recently returned from a trip to Central and South America, where prospects looked very good for Canadian goods. Spent several years in this territory previous to going overseas. Speaks English, Spanish and French. Best references furnished.

70. **R.S.**—Ex-officer of the Tank Corps, who had special opportunities during the war for making connections in the industrial centres of Great Britain, is returning overseas about the middle of September to continue post-graduate work in industrial research at the University of London. He will consider offers from firms desiring representation in Great Britain, or will undertake any special transactions requiring a British representative. Has adequate facilities for introductions to all British trade circles.

71. **R.S.**—An English business man, 30 years of age, who was living in Brazil when war broke out, came to Canada and enlisted for service overseas. Since being discharged he has been employed in Canadian business houses. He now proposes to return to Brazil and wishes to arrange to represent Canadian manufacturers who wish to export to Brazil. Although born in England, he lived for some years in Brazil and can speak and write Portuguese, as well as Spanish. He will return to Brazil by way of the West Indies, and will be glad to take agencies for the West Indies as well as Brazil. He had ten years' experience in the West Indies and Brazil, and is prepared to handle drygoods, flour, feedstuffs, shelf hardware, steel goods, canned goods, patent medicines, toilet goods, dried cod and other fish.

72. **R.S.**—A young Canadian who served as Chinese interpreter in France during the war would like to arrange with a Canadian firm or group of firms to send him to China where he had five years' experience previous to the war. He was also connected with the Canadian missions in China for five years in a business capacity, having had business experience in Canada previous to going to China. He has travelled 2,000 miles into the interior of China and is well acquainted with Chinese conditions. Good references can be furnished.

PROPOSED SAILINGS FROM CANADIAN PORTS.*

Subject to change without notice.

From Quebec.

To LIVERPOOL.—*Prince Frederick Wilhelm,* C.P.O.S. Line, about September 22; *Victorian,* C.P.O.S. Line, about September 29; *Empress of France,* C.P.O.S. Line, about October 6; *Empress of Britain,* C.P.O.S. Line, about October 13; *Prince Frederick Wilhelm,* C.P.O.S. Line, about October 20.

From Montreal.

To LIVERPOOL.—*Canada,* White Star-Dominion Line, about September 25; *Corsican,* C.P.O.S. Line, about September 25; *Canadian Conqueror,* Canadian Government Merchant Marine, Ltd., about October 1; *Melita,* C.P.O.S. Line, about October 2; *Canadian Conqueror,* Canadian Government Merchant Marine, Ltd.,

**These sailings are not complete, but are compiled from lists of prospective sailings supplied by shipping companies.*

about October 6; *Dominion,* White Star-Dominion Line, about October 9; *Megantic,* White Star-Dominion Line, about October 16; *Minnedosa,* C.P.O.S. Line, about October 16; *Canadian Victor,* Canadian Government Merchant Marine, Ltd., about October 26.

To London.—*Canadian Signaller,* Canadian Government Merchant Marine, Ltd., about September 21; *Mottisfont,* C.P.O.S. Line, about September 22; *Scotian,* C.P.O.S. Line, about September 24; *Canadian Aviator,* Canadian Government Merchant Marine, Ltd., about September 28; *Montezuma,* C.P.O.S. Line, about October 1; *Vermonia,* Cunard Line, about October 5; *Holbrook,* C.P.O.S. Line, about October 8; *Wyncote,* Manchester Liners, early October.

To Glasgow.—*Cabotia,* Cunard Line, about September 21; *Tunisian,* C.P.O.S. Line, about September 24; *Saturnia,* Anchor-Donaldson Line, about September 25; *Sicilian,* C.P.O.S. Line, about October 13; *Canadian Trooper,* Canadian Government Merchant Marine, Ltd., about October 6; *Cassandra,* Anchor-Donaldson Line, about October 16.

To Newcastle-on-Tyne.—*Statwell,* Thomson Line, about September 30.

To Plymouth.—*Manoa,* Fracanda Line (Canada Steamship Lines, general agents), about September 25.

To Southampton.—*Scandinavian,* C.P.O.S. Line, about October 9; *Grampian,* C.P.O.S. Line, about October 15.

To Avonmouth Dock (Bristol).—*Turcoman,* Dominion Line, about October 23.

To Cardiff and Swansea.—*Canadian Signaller,* Canadian Government Merchant Marine, Ltd., about September 28; *Canadian Otter,* Canadian Government Merchant Marine, Ltd., about October 23.

To Manchester.—*Manchester Mariner,* Manchester Liners, about September 30; *Manchester Mariner,* Manchester Liners, about October 14.

To Leith.—*Statwell,* Thomson Line, about September 30; *Cairndhu,* Thomson Line, about October 5.

To Dublin.—*Carrigan Head,* Head Line, about October 10.

To Belfast.—*Lord Antrim,* Head Line, about September 30.

To Antwerp.—*Scandinavian,* C.P.O.S. Line, about October 9; *Grampian,* C.P.O.S. Line, about October 15.

To Rotterdam.—*Fanad Head,* Head Line, about October 15.

To Hamburg.—*Fanad Head,* Head Line, about October 15.

To Havre.—*Scotian,* C.P.O.S. Line, about September 24; *Manoa,* Fracanda Line (Canada Steamship Lines, general agents), about September 25.

To Barbados, Trinidad, and Demerara.—*Canadian Gunner,* Canadian Government Merchant Marine, Ltd., about September 22.

To St. John's, Nfld.—*Manoa,* Canada Steamship Lines, Ltd., about September 22; *Canadian Sealer,* Canadian Government Merchant Marine, Ltd., about September 25; *Corunna,* Canada Steamship Lines, Ltd., about September 27; *Canadian Miner,* Canadian Government Merchant Marine, Ltd., about October 5.

To South Africa (Cape Town, Port Elizabeth, East London, Durban, and Delagoa Bay).—*New Georgia,* Elder-Dempster Line, about October 10.

To West Africa (Dakar, Sierra Leone, Seccondee, Accra, Lagos, etc.).—*Chama,* Elder-Dempster Line, about October 7.

To Australasian Ports (Melbourne, Sydney, Auckland, Wellington, and Dunedin).—*Gambada,* New Zealand Shipping Co., Ltd., about September 15.

To Montevideo, Buenos Aires and Rosario.—*Haliartus,* Houston Lines, about September 20; *Hyacinthus,* Houston Lines, about October 10.

To Rio de Janeiro, Santos, Montevideo, and Buenos Aires.—*Canadian Miller,* Canadian Government Merchant Marine, Ltd., about October 20.

To Santiago de Cuba and Kingston (Jamaica).—*Canadian Trader,* Canadian Government Merchant Marine, Ltd., about September 25; *Canadian Sower,* Canadian Government Merchant Marine, Ltd., about October 23.

To India and Far Eastern Ports.—*Helesius,* Houston Line, about September 25; *City of Melbourne,* Ellerman-Bucknalls, about October 10; a steamer, Canadian Government Merchant Marine, Ltd., about October 25.

From St. John.

To British West Indies.—*Chaleur,* Royal Mail Steam Packet Co., about October 3.

From Halifax.

To British West Indies.—*Chaudiere,* Royal Mail Steam Packet Co., about October 1.

To London.—*Lidlaw Range,* Furness, Withy & Co., about September 30.

To Liverpool.—*Wigmore,* Furness, Withy & Co., about September 26; *Stanmore,* Furness, Withy & Co., about September 28; *Ernemore,* Furness, Withy & Co., about October 2.

To Manchester.—*Manchester Shipper,* Manchester Liners, about September 25.

To Glasgow.—*Alpine Range,* Furness, Withy & Co., about September 27.

From Sydney.

To Liverpool.—*Canadian Hunter,* Canadian Government Merchant Marine, Ltd., about October 25; *Canadian Settler,* Canadian Government Merchant Marine, Ltd., about October 30.

From North Sydney.

To St. John's, Nfld.—*Sable I.,* Farquhar & Co., about September 25.

From Chicoutimi.

To Rouen (France).—*Canadian Squatter,* Canadian Government Merchant Marine, Ltd., about September 25.

From Victoria.

To Yokohama, Kobe, Hong Kong, and Manila.—*Ixion,* Blue Funnel Line, about October 5; *Talthybius,* Blue Funnel Line, about October 26.

From Vancouver, B.C.

To Australia and New Zealand.—*Canadian Winner,* Canadian Government Merchant Marine, Ltd., about September 30; *Rona,* Canadian-Australasian Royal Mail Line, about October 10; *Tahiti,* Canadian-Australasian Royal Mail Line, about October 15; *Canadian Prospector,* Canadian Government Merchant Marine, Ltd., about October 30.

To London, Liverpool, and Glasgow (via Panama Canal).—*Orator,* Harrison Direct Line, middle October (via Victoria).

To Yokohama, Kobe, Hong Kong, and Manila.—*Ixion,* Blue Funnel Line, September 25; *Talthybius,* Blue Funnel Line, about October 13.

To Yokohama, Kobe, Nagasaki, Shanghai, Hong Kong and Manila.—*Empress of Russia,* C.P.O.S. Line, about September 23.

To Yokohama, Kobe, Nagasaki, Shanghai, and Hong Kong.—*Empress of Japan,* C.P.O.S. Line, about October 12.

To Yokohama, Moji, or Nagasaki, Shanghai, Hong Kong, and Manila.—*Methven,* C.P.O.S. Line, about October 10.

To Karatsu, Shanghai, Hong Kong, and Singapore.—*Bessie Dollar,* Dollar Steamship Lines, October 18.

To Shanghai, Hong Kong, and Singapore.—*M. S. Dollar,* Dollar Steamship Lines, October 10.

SPARE PUBLICATIONS.

The Department of Trade and Commerce has on hand at present spare copies of a considerable number of publications which it would be glad to forward to any one in Canada desiring them, without charge, so long as the supply lasts. In some cases only single copies are available. Applications from libraries, universities, boards of trade or similar organizations will be given the preference. Applications should be addressed to "The Supplies Branch, Department of Trade and Commerce, Ottawa."

The demand for the spare publications heretofore listed has been very great and the supply in many cases exhausted within a day or so of the publication of the *Weekly Bulletin.*

Correspondents should confine their applications solely to the list given below. If other publications are desired a separate letter should be written.

Canada Grain Act, with Amendments, 1912.
Canadian Economic Commission to Siberia, 1919.
Census of Canada:
1901, Vol. 1, Population; 1911, Vol. 2, Religious Origins; 1890-91, Vol. 3; 1890-91, Vol. 4.
Census of the Northwest, 1885.
Census of the Northwest Provinces, Population and Agriculture, 1906.
Census of Statistics Monthly:
Vols. 7 and 8, 1914-15; Vols. 9 and 10, 1915-16.
China and Japan, 1914.
Chinese Markets for Canadian Products, 1919.
Coal Fields of Nova Scotia, 1909.
Dominion Election Act, 1917.
Final Report of the Fuel Controller, 1919.
German War and its Relation to Canadian Trade, 1914.
Grain Inspection in Canada, 1914.
Handbook for Export to South America, 1915.
Imperial Year Book, 1917-18.
Jubilee of Confederation, 1917. (English).
List of Licensed Elevators and Warehouses, 1919-1920.
Report of the Board of Grain Commissioners for Canada, 1917-1918.
Report on the Need for the Suppression of the Opium Traffic in Canada, 1908.
Royal Commission on Grain Trade in Canada, 1906.
Royal Commission on a Dispute between the Bell Telephone Company and Operators at Toronto, 1907.
Russian Trade, 1916.
Special Trade Commission to Great Britain, France, and Italy, 1916.
The Royal Commission re the Alleged Employment of Aliens by the Pere Marquette Railway in Canada, 1905.
Timber Export Trade of Australia, 1917.
Canadian Economic Commission to Siberia, 1919.
Trade after the War, 1916.
Trade with South China, 1919.
Trading in Spain, 1920.
Trial Shipments of Buckwheat via Panama Canal to the United Kingdom, 1918.
Wholesale Prices of Canada, 1910.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

Argentine Republic.

F. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner, address for letters—Box 140 G P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

G. B. Johnson, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rua Goncalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

H. A. Chisholm, Canadian Government Trade Commissioner, 501 and 502, Teniente Rey 11, Havana. Casa de Corres—Apartado 1290. *Cable Address, Cantracom.*

France.

Hercule Barré, Canadian Government Trade Capucines, Paris. *Cable Address, Stadacona.* Capucines, Paris. *Cable Address Stadacona.*

Holland and Belgium.

A. Stuart Bleakney, Canadian Government Trade Commissioner, c/o Chas. H. Demey, Esq., Rue Adolphe Max, Brussels.

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, vie Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; office 50-B Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Westminister House, Adderly street, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

J. Vernon McKenzie, Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

W. C. Noxon, Director, Overseas Trade Branch of the Department of Trade and Commerce, 1 Regent Street, S.W. 1, Eng. *Cable Address, Canmission.*

United States.

John A. Cooper, Director Dominion Bureau of Information, 1463 Broadway, New York City.

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:
Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:
Valparaiso, British Consul General.

Colombia:
Bogota, British Consul General.

Ecuador:
Quito, British Consul General.
Guayaquil, British Consul.

Egypt:
Alexandria, British Consul General.

France:
Havre, British Consul General.
Marseilles, British Consul General.

India:
Calcutta. Director General of Commercial Intelligence.

Italy:
Genoa, British Consul General.
Milan, British Consul.

Mexico:
Mexico, British Consul General.

Netherlands:
Amsterdam, British Consul.

Panama:
Colon, British Consul.
Panama, British Vice-Consul.

Peru:
Lima, British Vice-Consul.

Portugal:
Lisbon, British Consul.

Spain:
Barcelona, British Consul General.
Madrid, British Consul.

Sweden:
Stockholm, British Consul.

Switzerland:
Geneva, British Consul.

Uruguay:
Monte Video, British Vice-Consul.

Venezuela:
Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 248 St. James Street, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows: H.M. Trade Commissioner: Post Office Box 683, Calcutta, for correspondence: Office address, Allahabad Bank Building, 6 Royal Exchange Place, Calcutta: that of the Commissioner for the Straits Settlements is: Mr. A. F. G. Anderson, H.M. Trade Commissioner, Signapore, Straits Settlements.

LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE DEPARTMENT OF TRADE AND COMMERCE.

(Revised to September 15, 1919.)

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report re Mail Subsidies and Steamship Subventions.
Canada and the British West Indies (1915). (Out of print.)
Canada The Country of the Twentieth Century (1915). (Out of print.)
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Report of the Canadian Economic Commission (Siberia), 1919.
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Russian Trade (1916).
Trade of South China (1919).
Trade with China and Japan (1914).
Timber Import Trade of Australia (1917).
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Toy Making in Canada (1916).
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

BUREAU OF STATISTICS PUBLICATIONS.

Annual Report of the Trade of Canada.
Annual Report on the Coal Trade of Canada (1918).
Annual Report on the Grain Trade of Canada.
Beet Sugar Industry (The), (1908).
Canada Year Book (The), (Annual).
Criminal Statistics (Annual).
Directory of the Chemical Industries in Canada (1919).
Monthly Bulletin of Agricultural Statistics.
Monthly Coal Statistics.
Monthly Cold Storage Statistics.
Monthly Report of the Trade of Canada.
Report of the Fifth Census of Canada:
- Vol. I. 1912, Areas and Population by Provinces, Districts and Sub-districts, with introductions, etc. (Out of print.)
- Vol. II, 1913, Religions, Origins, Birthplace, Citizenship etc.
- Vol. III, 1913, Manufactures, 1911.
- Vol. V, 1915, Forest, Fishery, Fur, etc.
- Vol. IV, 1914, Agriculture, 1911 (Out of print.)

Report on the Census of Industry, 1917:
- Part I. Agricultural Statistics.
- Part II. Dairy Factories.
- Part III. Fisheries.
- Part IV. Section I, Lumber, Lath, Shingles, etc.
- Part IV, Section II, Pulp and Paper.
- Other parts in preparation.

Report of Census of Prairie Provinces (Population and Agriculture), 1916.
Report of Conference on Vital Statistics, June, 1918.
Report of Postal Census of Manufactures, 1916.
Special Report on Foreign Born Population.

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VOL. XXIII. SEPTEMBER 27, 1920 No. 869

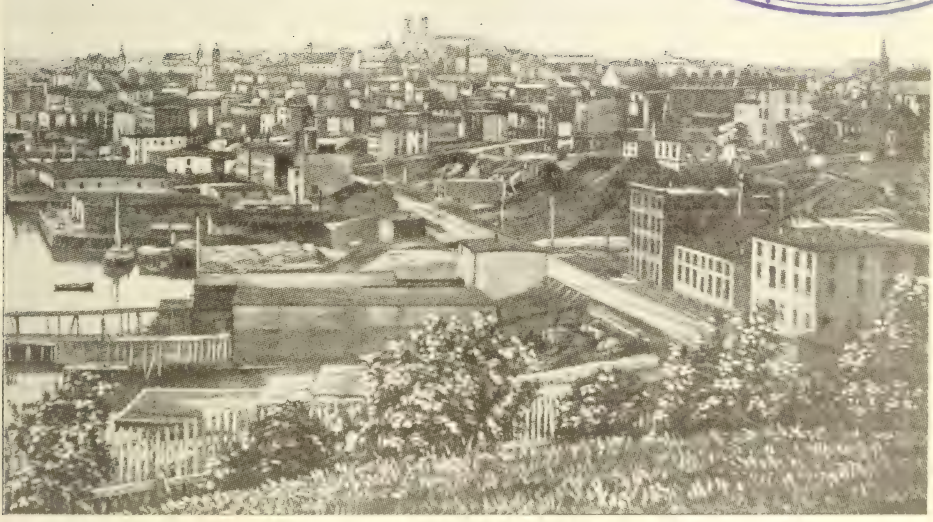
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St. John's, Newfoundland. (*See* page 875.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA
THOMAS MULVEY
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1920

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa. Monday, September 27, 1920. No. 869

NOTICE TO IMPORTERS IN GREAT BRITAIN AND IRELAND AND TO EXPORTERS IN BRITISH OVERSEAS DOMINIONS.

The following official statement has been issued from the Custom House, London:—

Preferential Duties of Customs in Great Britain and Ireland on Goods Consigned from and Grown, Produced, or Manufactured in the British Empire.

NOTICE No. 27 A.

NOTE.—This notice cancels the previous Notice No. 27, dated August, 1919 [published in *Weekly Bulletin* No. 814, dated September 8, 1919]. Special attention is drawn to the revised list of manufactured goods in paragraph 4, and to the new paragraphs 7, 8, 9, and 10.

1. With a view to conferring a preference in the case of Empire products, the duties of customs on the goods specified in Appendix A are charged at the reduced rates shown in the second column of that appendix, provided the goods are shown to the satisfaction of the Commissioners of Customs and Excise to have been (1) consigned from, and (2) grown, produced, or manufactured in, the British Empire. The "British Empire" for this purpose means all British Dominions outside Great Britain and Ireland, including British India and Indian native states, and all British protectorates. Any territories which may hereafter come under His Majesty's protection, or in respect of which a mandate of the League of Nations may be exercised by the Government of any part of His Majesty's Dominions, may be included by Order in Council.

2. Goods are not deemed to have been manufactured in the British Empire unless such proportion of their value as is prescribed by regulations made by the Board of Trade (printed as Appendix B) is the result of labour within the British Empire. This proportion has for the present been fixed at 25 per cent of the factory or works cost to the manufacturer for all manufactured articles except manufactured tobacco, refined sugar, molasses, and extracts from sugar, for which the proportion is fixed at 5 per cent (but *see* paragraph 3).

Each article is to be considered separately in applying the percentage test. The factors which may be taken into account in arriving at the total value and the proportion of Empire labour are laid down in Regulations 4 and 5 (Appendix B).

When manufactured goods are not liable to duty in themselves, but only in respect of the dutiable ingredient or ingredients they contain, preference can only be granted in respect of such of the ingredients as themselves satisfy the requisite conditions (*see* paragraphs 8-10 below).

3. Where the Board of Trade is satisfied as respects any class of goods to which the preferential rates apply that those articles are to a considerable extent manufactured in the British Empire from material which is not wholly grown or produced in the Empire, the Board may by order direct that the preferential rate shall be

charged only in respect of such proportion of those goods as corresponds to the proportion of dutiable material used in their manufacture which is shown to have been grown or produced in the Empire.

This provision has been applied by Order of the Board of Trade (Appendix C) to manufactured tobacco, refined sugar, molasses and extracts from sugar, e.g. syrup. It is in view of this limitation that the percentage under paragraph 2 has been fixed as low as 5 per cent for these articles, the combined effect of the two rules being to allow preference where any of these articles are the result of an appreciable amount of Empire labour, but to confine it to the extent to which the finished article is the result of Empire material.

4. The dutiable articles which for the purpose of charging the preferential rate are considered as manufactured articles are:—

Refined sugar.
Glucose.
Molasses and extracts from sugar (e.g. syrup).
Saccharin.
Manufactured tobacco.
Cinematograph films.
Motor cars, parts, accessories, etc.
Musical instruments, parts, accessories, etc.
Clocks, watches, etc.

All other dutiable goods are regarded as growth or produce. The term refined sugar means sugar which has passed through a refinery.

5. Where goods are manufactured in a bonded factory in Great Britain or Ireland from dutiable material shown to the satisfaction of the Commissioners of Customs and Excise to have been consigned from, and grown or produced in, the British Empire, the duty on the manufactured goods shall, to the extent to which they are shown to have been manufactured out of such material, be charged at the preferential rate.

This provision applies to sugar refiners and tobacco manufacturers who work in bond.

6. The preferential rate of duty must be claimed by the importer at the time of making entry. He is required in every case to substantiate the declarations on the entry that the goods were (1) consigned to the United Kingdom from, and (2) the growth, produce or manufacture of, a part of the British Empire, by means of a certificate of origin in the approved form. He must also, if called upon to do so by the Collector of Customs and Excise, produce any other evidence of origin, such as the supplier's invoice, bill of lading, etc.

7. Certificates of origin are in three prescribed forms, illustrated in Appendices D, E and F to this notice. Each form comprises two separate certificates, viz:—

(i) A certificate that the dutiable articles in respect of which preference is claimed are the growth or produce (Appendix D) or the manufacture or refining (Appendices E and F) of a specified country in the British Empire. This certificate must be given, as regards Appendix D, by the overseas grower, producer or supplier,* and as regards Appendix E by the overseas manufacturer. In the case of refined sugar, molasses and extracts from sugar, or manufactured tobacco, the amplified certificate (Appendix F), giving also the proportion of Empire-produced dutiable material, must be given by the overseas manufacturer or refiner.

*By the term "supplier" is meant any person who, though not being the grower or producer, is the actual overseas owner of the goods at the time of export to the United Kingdom, provided he has the requisite knowledge of the facts. Such persons should be careful to describe themselves on the certificate as "suppliers" and not as "exporters" merely.

Where, owing to local trade conditions, it is impracticable for certificates of origin in form D to be signed by the up-country growers or producers, there is no objection to the certificates being signed by their accredited agents in the country of origin having the necessary knowledge of the facts, provided that (1) the certificate clearly shows that the agent is authorized to sign on behalf of the grower or producer, and (2) the certificate is a personal one signed by a responsible member of the issuing firm. This concession does not extend to agents for *suppliers,* nor to agents acting merely as carrying agents.

(ii) A supplementary certificate to be given by the actual exporter in cases where the grower, producer, manufacturer, refiner or supplier, who furnishes certificates D, E or F, is not himself or by his agent the actual exporter, and is not in a position to give the particulars of shipment, destination and consignee required to render the main certificate complete. This supplementary certificate is not, however, required to be given on Forms D, E and F, when the latter are given in conjunction only with Form FF (*see* paragraph 8), in which case its place is taken by a similar supplementary certificate on Form FF.

8. An additional form of certificate (Appendix FF) is required in conjunction with Forms D, E or F where the dutiable article in respect of which preference is claimed is an ingredient only of a complete composite article, and the latter therefore is liable to duty only by reason of containing the dutiable ingredient. This additional certificate is to be given by the overseas manufacturer of the composite goods, as evidence that the dutiable articles, in respect of which preference is claimed and certificate D, E or F has been furnished by the grower, etc., have been used in the manufacture of the composite goods. Certificate E is not required from the manufacturer of the composite goods, as they are not dutiable nor entitled to preference in themselves but only by virtue of the dutiable ingredients they contain. The following examples are given by way of illustration. Manufactured cocoa powder is chargeable to duty in respect of the raw cocoa it contains, and Certificate FF should be given by the manufacturer, supported by Certificate D given by the grower, producer or supplier of the raw cocoa. Chocolate confectionery is chargeable in respect of the raw cocoa and the refined sugar it contains, and Certificate FF should be given by the chocolate maker, supported by Certificate D from the grower, producer or supplier of the raw cocoa, and Certificate F from the sugar refiner (either or both, according as preference is claimed for either the cocoa, the sugar, or both). Jam and condensed milk (sweetened) are chargeable by reference to the sugar they contain, and Certificate FF should be given by the manufacturer, supported by Certificate F from the sugar refiner.

Form FF also contains a supplementary certificate to be given by the actual exporter where the manufacturer of the composite goods who furnishes Certificate FF is not himself or by his agent the actual exporter, and is not in a position to give the particulars of shipment, destination and consignee required to render the Certificate FF complete. Where this supplementary certificate is given on Form FF it is not to be given on the Form D, E or F relating to the dutiable ingredients.

9. It is to be noted that Certificates D, E and F in all cases apply solely to the dutiable articles themselves (whether imported by themselves or as an ingredient), and that the title of any dutiable article to preference depends solely upon its fulfilling the conditions of Empire consignment and growth, production or manufacture in itself, and without reference to any other ingredients with which it may be associated in composite goods.

10. If composite goods contain more than one dutiable ingredient (e.g. cocoa and sugar in chocolates and confectionery) the appropriate Certificates D, E or F must be given separately in respect of each dutiable ingredient for which preference is claimed, but one Certificate FF may be given to cover all dutiable ingredients con-

named in one description of composite goods, provided the whole quantity of each such ingredient used in the composite goods is covered by a certificate D, E or F. If, however, any one dutiable ingredient comprises a proportion covered by a certificate D, E or F and entitled to preference and a portion not so covered or entitled, a separate certificate FF must be given for such ingredient, showing the percentage thereof covered by the certificate D, E or F. The preferential reduction of duty will be regulated accordingly.

For example, if the raw cocoa used in the manufacture of imported Canadian chocolate confectionery is 60 per cent of Trinidad growth and 40 per cent of Venezuelan growth, separate certificates on Form FF must be given for the sugar and raw cocoa ingredients, and in the case of the latter the percentage covered by Certificate D must be stated. Preference in the proportion of 60 per cent will then be allowable as regards the portion of the duty charge attributable to cocoa.

11. If the collector is satisfied by the production of the certificate or certificates he will forthwith admit the goods to entry as entitled to the preferential rate. The collector may, in any case of doubt or of an incomplete or informal certificate, call for the production of invoices, bills of lading, or any such further evidence as he may require, but pending the production of such evidence he may, unless he has reason to suspect an attempt at fraud, allow delivery of the goods on deposit of the full rate of duty, subject to adjustment, provided satisfactory evidence of the title to the preferential rate is produced without undue delay. In the case of goods entered to be warehoused, the collector may allow the goods to be deposited in warehouse pending settlement of the rate of duty to which they may be decided to be liable.

12. The preferential rates apply in the case of dutiable goods entered for warehousing, or already in bond, before September 1, 1919 (in the case of tea before June 2, 1919), and the particulars of consignment and origin as recorded in the official accounts are usually accepted. The same rule is applied in respect of Empire and non-Empire goods blended or put together in bond before September 1, 1919. In the case of blends, duty will be charged at preferential rates on the proportion of Empire goods shown to be contained therein. It must be understood that where the official records are not sufficient to establish Empire consignment and origin the onus of proof in all cases rests by law on the importer.

13. In the case of Empire goods consigned to the United Kingdom which have been transhipped en route or have been shipped from a foreign port after overland transit from the Empire country of origin, the importer at the time of making entry will be required to produce the through bill of lading or railway consignment note from the country of production to the United Kingdom in support of the certificate of origin. Where a through bill of lading or consignment note is not available, the invoice, local bill of lading or consignment note from the original point of origin and certificate of arrival or landing at, and exportation from, the port of transhipment will be required. Such certificates are to be signed by the proper colonial or foreign customs officer at the port of transhipment, and in the case of the latter the signature must be viséd by the British consular authority. It is essential to prove that the goods were consigned from a part of the Empire to the United Kingdom, and not to a foreign country from which they were subsequently reconsigned to the United Kingdom.

14. In the case of post parcels arriving from a part of the Empire, if the contents are not merchandise for sale and do not exceed £10 in value for any one addressee, the following short form of certificate will, in the absence of ground for suspicion, be accepted as satisfactory evidence of origin for charging the preferential rate of duty, except in the case of manufactured tobacco, refined sugar, molasses and extracts from sugar:—

> "The contents of this package are not merchandise for sale, and every dutiable article herein is the growth or produce, or, if a manufactured article, is to the extent of at least one-fourth of its present value *bonâ fide* the manufacture of (Empire country of origin)."

All other post parcels, including all parcels containing manufactured tobacco, refined sugar, molasses and extracts from sugar, etc., will be subject to the ordinary rules of evidence of origin applicable to merchandise generally as set out in the earlier part of this notice.

15. The prescribed forms of certificate of origin are printed as customs sale forms (Nos. 119 to 122), and may be obtained from H.M. Stationery Office direct or through the usual agents.

16. Copies of this notice may be obtained at any custom house or office of a collector of customs and excise in Great Britain or Ireland.

Custom House, London, E.C. 3.
23rd August, 1920.

Appendices.

Appendix A.

SCHEDULE OF PREFERENTIAL RATES.

Goods.	*Rate of Duty.*
Tea, Cocoa, Coffee, Chicory, Currants, Dried or preserved fruit (figs and fig cake, plums commonly called French plums and prunelloes, prunes, all other dried or preserved plums and raisins), Sugar, Glucose, Molasses, Saccharine, *Motor spirit, Tobacco other than cigars	Five-sixths of the the full rate.
Cigars	Five-sixths of the full rate per pound and two-thirds of the additional ad valorem duty.
Articles chargeable with the new import duties imposed by S. 12 of the Finance (No. 2) Act, 1915, viz.: Motor cars, etc., and parts thereof, musical instruments and parts thereof, clocks, watches and parts thereof and cinematograph films	Two-thirds of the full rate.
Wine:—	
Not exceeding 30° of proof spirit	Sixty per cent of the full rate.
Exceeding 30° of proof spirit	Sixty-six and two-thirds per cent of the full rate.
Additional duty on sparkling wine in bottle	Seventy per cent of the full rate per gallon and two-thirds of the additional ad valorem duty.
Additional duty on still wine in bottle	Fifty per cent of the full rate.

*Under the Finance Act, 1920, the customs duty on imported motor spirit will cease to be chargeable as from 1st January, 1921.

APPENDIX A—*Continued.*

Spirits—	Preferential Rates. In cask. £ s. d.	Preferential Rates. In bottle. £ s. d.	Full Rates. In cask. £ s. d.	Full Rates. In bottle. £ s. d.
For every gallon computed at proof of—				
Brandy or rum	3 12 10	3 13 10	3 15 4	3 16 4
Imitation rum or geneva	3 12 11	3 13 11	3 15 5	3 16 5
Unsweetened spirits other than those already enumerated	3 12 11	3 12 11	3 15 5	3 15 5
For every gallon of perfumed spirits	5 16 0	5 17 0	6 0 0	6 1 0
For every gallon of liqueurs, cordials, mixtures and other preparations in bottle entered in such manner as to indicate that the strength is not to be tested	—	4 19 1	—	5 2 7
For every gallon computed at proof of spirits of any description not heretofore mentioned, including naphtha and methylic alcohol purified so as to be potable, and mixtures and other preparations conspirit	3 12 11	3 13 11	3 15 5	3 16 5
For every gallon of sweetened spirits including liqueurs, cordials, mixtures, and other preparations containing spirits, if tested	3 13 10¼	3 14 10¼	3 16 6½	3 17 6½

The above rates refer to spirits warehoused for three years or more. In the case of spirits warehoused for a shorter period, small additional duties are leviable. These are not affected by preference and are set out in full in the Imperial Customs Tariff.

APPENDIX B.

STATUTORY RULES AND ORDERS, 1919: IMPERIAL PREFERENCE: REGULATIONS AS TO THE PROPORTION OF VALUE RESULTING FROM LABOUR WITHIN THE BRITISH EMPIRE.

In pursuance of section 8 of the Finance Act, 1919, the Board of Trade hereby make the following regulations:—

(1) Save as hereinafter provided, goods shall not be deemed, for the purposes of section 8 of the Finance Act, 1919, to have been manufactured in the British Empire unless at least 25 per cent of their total value is the result of labour within the British Empire.

(2) In the case of those classes of goods in respect of which an order has been made by the Board of Trade under section 8, subsection (2) of the Finance Act, 1919, no part of the goods shall be deemed to have been manufactured in the British Empire unless at least 5 per cent of the total value of the goods is the result of labour within the British Empire.

(3) Where a number of separate articles are included in one parcel or shipment, each and every article shall be considered separately for the purpose of calculating the proportion of value due to labour within the Empire.

(4) For the purposes of these regulations the total value of an article shall be its cost to the manufacturer at the factory or works and shall include the value of containers and other forms of interior packing ordinarily sold with the article when it is sold retail, but shall not include the manufacturer's or exporter's profit or the cost of exterior packing, carriage to port and other charges incidental to the export of the goods subsequent to their manufacture.

(5) In calculating the proportion of value which is the result of labour within the British Empire there may be included under the head of labour the cost to the manufacturer of any materials of purely Empire origin entering into the composition of the article (including the interior packing specified in Regulation (4)), the cost of manufacture including wages, proportion of fuel, supervision and other factory expenses, and the cost of the labour of packing for retail sale.

The following may not be included in the proportion of value which is the result of Empire labour, namely, any materials or interior packings not entirely of Empire origin, manufacturer's profit or the profit or remuneration of any trader, agent, broker or other person dealing in the article in its finished condition, the expenses of placing the goods in outside packages for export and the cost of such packages, transportation charges, insurance and any other charges for services after the goods leave the place of production or manufacture.

(6) Any question arising on the interpretation of these regulations shall be referred to the Board of Trade, whose decision shall be final.

Dated this 6th day of August, 1919.

Signed by Order of the Board of Trade.

S. J. Chapman,
Assistant Secretary.

Board of Trade,
London, S.W. 1.

Appendix C.

STATUTORY RULES AND ORDERS, 1919: IMPERIAL PREFERENCE: ORDER RELATING TO SUGAR AND TOBACCO.

In pursuance of section 8 of the Finance Act, 1919, the Board of Trade, being satisfied that refined sugar, molasses and extracts from sugar, and manufactured tobacco, are to a considerable extent manufactured in the British Empire from material not wholly grown or produced within the Empire, hereby order that the preferential rates of customs duty shall, in the case of refined sugar, molasses and extracts from sugar, and manufactured tobacco, be charged only in respect of such proportion of those goods as corresponds to the proportion of dutiable material used in their manufacture which is shown to the satisfaction of the Commissioners of Customs and Excise to have been grown or produced in the Empire.

Dated this 6th day of August, 1919.

Signed by Order of the Board of Trade.

S. J. Chapman,
Assistant Secretary.

Board of Trade,
London, S.W. 1.

Appendix D.

FORM OF CERTIFICATE OF ORIGIN OF GOODS IN RESPECT OF WHICH A REDUCTION OF DUTY IS CLAIMED UNDER THE IMPERIAL CUSTOMS TARIFF AS BEING THE GROWTH OR PRODUCE OF THE BRITISH EMPIRE.

I.....hereby certify that I am ((1).....of.....) the (2) .....of the articles included in this certificate ((1) and that I am duly authorized to make and sign this certificate on behalf of the said.....)

I have the means of knowing, and I do hereby certify that the merchandise designated below is of (3) growth or produce (4) (which merchandise is to be shipped to (5)..... .....via (6).....consigned to.....merchant at (7).....).

(4) Port of Shipment.....)

Number and description of packages	Marks and Numbers.	Weight or Quantity.	Total Value.	Contents.	(8) Name of Grower or Producer.

.....Signature.

Dated at.....this.....day.....19....

(1) Insert the word partner, manager, chief clerk or principal official, giving rank as the case may be, unless the person giving the certificate is the sole proprietor of the business, when the words in brackets may be omitted.
(2) Insert the word grower, producer or supplier, as the case may be.
(3) Country of origin.
(4) The words in brackets may be omitted when the grower, producer or supplier is not himself or by his agent the actual exporter, provided that in such a case the exporter gives the supplementary certificate endorsed hereon.
(5) Port of ultimate destination.
(6) Delete in case of goods shipped direct.
(7) Address.
(8) To be filled up when the certificate is not given by the actual grower or producer.

SUPPLEMENTARY CERTIFICATE TO BE GIVEN BY THE EXPORTER IN CASES WHERE THE GROWER, PRODUCER OR SUPPLIER OF THE GOODS ABOVE SPECIFIED IS NOT HIMSELF OR BY HIS AGENT THE ACTUAL EXPORTER AND IS NOT IN A POSITION TO FURNISH THE PARTICULARS OF SHIPMENT, ETC. (SEE NOTE 4 TO MAIN CERTIFICATE).

To be endorsed on the main certificate.

I.....hereby certify that I am ((1).....of.....) the exporter(s) of the merchandise specified in the foregoing certificate (and that I am duly authorized to make and sign this certificate on behalf of the said.....).

I have the means of knowing, and I do hereby certify that the merchandise referred to is of (2).....growth or produce (3), and that such merchandise is to be shipped to (4).....via (5).....consigned to .....at (6).....

Port of shipment.....

.....Signature.

Dated at.....this.....day of.....19....

(1) Insert the word partner, manager, chief clerk or principal official, giving rank as the case may be, unless the person giving the certificate is the sole proprietor of the business, when the words in brackets may be omitted.
(2) Country of origin.
(3) Delete inappropriate word.
(4) Port of ultimate destination.
(5) Delete in case of goods shipped direct.
(6) Address.

Appendix E.

FORM OF CERTIFICATE OF ORIGIN FOR GOODS IN RESPECT OF WHICH A REDUCTION OF DUTY IS CLAIMED UNDER THE IMPERIAL CUSTOMS TARIFF AS BEING THE MANUFACTURE OF THE BRITISH EMPIRE.

Number and description of packages.	Marks and Numbers.	Weight or Quantity.	Total Value.	Contents.

.....Signature.

Dated at.....this.....day.....19....

I.....hereby certify that I am ((1).....of.....) the manufacturer(s) of the articles included in this certificate (and that I am duly authorized to make and sign this certificate on behalf of the said manufacturer(s)).

I have the means of knowing, and I do hereby certify that the merchandise designated below is of (2).....manufacture, (3) (which merchandise is to be shipped to (4).....via (5).....consigned to..... merchant at (6).....). Further, I have the means of knowing, and I do hereby certify that of the total value of each and every manufactured article covered by this certificate in its finished condition not less than 25 per cent is the result of labour within the British Empire, the proportion being calculated in accordance with the regulations (7) appearing on the back of this certificate.

(3) (Port of shipment.....)

(1) Insert the word partner, manager, chief clerk or principal official, giving rank as the case may be, unless the person giving the certificate is the sole proprietor of the business, when the words in brackets may be omitted.

(2) Country of manufacture.

(3) The words in brackets may be omitted where the manufacturer is not himself or by his agent the actual exporter, provided that in such a case the exporter gives the supplementary certificate endorsed hereon.

(4) Port of ultimate destination.

(5) Delete in case of goods shipped direct.

(6) Address.

(7) For regulations, *see* back hereof.

SUPPLEMENTARY CERTIFICATE TO BE GIVEN BY THE EXPORTER IN CASES WHERE THE MANUFACTURER OF THE GOODS ABOVE SPECIFIED IS NOT HIMSELF OR BY HIS AGENT THE ACTUAL EXPORTER, AND IS NOT IN A POSITION TO GIVE THE PARTICULARS OF SHIPMENT, ETC. (SEE NOTE 3 TO MAIN CERTIFICATE).

To be endorsed on the main certificate.

I.....hereby certify that I am (1).....of.....the exporters of the merchandise specified in the foregoing certificate, and that I am duly authorized to make and sign this certificate on behalf of the said.....

I have the means of knowing, and I do hereby certify that the merchandise referred to is of (2) .....manufacture, and that such merchandise is to be shipped to (3) .....via (4).....consigned to..... at (5).....

Port of shipment.....

....Signature.

Dated at.....this.....day.....19....

(1) Insert the word partner, manager, chief clerk or principl official, giving rank as the case may be.

(2) Country of manufacture.

(3) Port of ultimate destination.

(4) Delete in case of goods shipped direct.

(5) Address.

(Back of Certificate E.)

REGULATIONS REFERRED TO IN THE CERTIFICATE ON THE FACE HEREOF.

Where a number of separate articles are included in one parcel or shipment, each and every article shall be considered separately for the purpose of calculating the proportion of value due to labour within the Empire.

For the purposes of these regulations the total value of an article shall be its cost to the manufacturer at the factory or works, and shall include the value of containers and other forms of interior packing ordinarily sold with the article when it is sold retail, but shall not include the manufacturer's or exporter's profit or the cost of exterior packing, carriage to port and other charges incidental to the export of the goods subsequent to their manufacture.

In calculating the proportion of value which is the result of labour within the British Empire there may be included under the head of labour the cost to the manufacturer of any materials of purely Empire origin entering into the composition of the article (including the interior packing specified in the foregoing paragraph), the cost of manufacture including wages, proportion of fuel, supervision and other factory expenses, and the cost of the labour of packing for retail sale.

The following may not be included in the proportion of value which is the result of Empire labour, namely, any materials or interior packings not entirely of Empire origin, manufacturer's profit or the profit or remuneration of any trader, agent, broker or other person dealing in the article in its finished condition, the expenses of placing the goods in outside packages for export, and the cost of such packages, transportation charges, insurance and any other charges for services after the goods leave the place of production or manufacture.

Appendix F.

FORM OF CERTIFICATE OF ORIGIN FOR MANUFACTURED GOODS IN RESPECT OF WHICH A REDUCTION OF DUTY IS CLAIMED UNDER THE IMPERIAL CUSTOMS TARIFF ONLY IN RESPECT OF THE PROPORTION OF DUTIABLE MATERIALS OF EMPIRE ORIGIN WHICH HAVE ENTERED INTO THEIR MANUFACTURE, I.E. MANUFACTURED TOBACCO, REFINED SUGAR, MOLASSES AND EXTRACTS FROM SUGAR.

I.....hereby certify that I am (1).....of.....the (2) .....of the articles included in this certificate, and that I am employed by them in their (3).....at....., and that I am duly authorized to make and sign this certificate on behalf of the said.....

I have the means of knowing, and I do hereby certify, in respect of the merchandise designated in the schedule below, which merchandise is of (4).....manufacture or refining (5) (6) (and is to be shipped to (7).....via (8)..... consigned to.....merchant at (9).....), that of its total value in its finished condition not less than 5 per cent is the result of labour within the British Empire, the proportion being calculated in accordance with the regulations (10) appearing on the back of this certificate; also that there has entered into the manufacture of such merchandise dutiable material of Empire origin to the extent therein specified.

(6) (Name and address of exporter.....)

(Port of shipment.....)

Number and description of packages.	Marks and Numbers.	Weight or Quantity.	Total Value	Contents	Dutiable materials of Empire origin used in manufacture.		
					Description.	Country or countries of origin.	Proportion of Empire dutiable materials to total dutiable materials.

.....Signature.

Dated at.....this.....day of.....19....

(1) Insert the word partner, manager, chief clerk or principal official, giving rank as the case may be.
(2) Insert the word manufacturers or refiners, as the case may be.
(3) Insert the word factory or refinery, as the case may be.
(4) Country of manufacture or refining.
(5) Delete inappropriate word.
(6) The words in brackets to be deleted where the information is not available, provided the supplementary certificate endorsed hereon is given.
(7) Port of ultimate destination.
(8) Delete in case of goods shipped direct.
(9) Address.
(10) For regulations, see back.

SUPPLEMENTARY CERTIFICATE TO BE GIVEN BY THE EXPORTER IN CASES WHERE THE MANUFACTURER OR REFINER OF THE GOODS ABOVE SPECIFIED IS NOT HIMSELF OR BY HIS AGENT THE ACTUAL EXPORTER, AND IS NOT IN A POSITION TO FURNISH THE PARTICULARS OF SHIPMENT, ETC. (SEE NOTE 6 TO MAIN CERTIFICATE).

To be endorsed on the main certificate.

I.....hereby certify that I am (1).....of.....the exporters of the merchandise specified in the foregoing certificate, and that I am duly authorized to make and sign this certificate on behalf of the said.....

I have the means of knowing, and I do hereby certify that the merchandise referred to is of (2).....manufacture or refining (3) and that such merchandise is to be shipped to (4).....via (5).....consigned to .....at (6).....

Port of shipment.....

.....Signature.

Dated at.....this.....day of.....19....

(1) Insert the word partner, manager, chief clerk or principal official, giving rank, as the case may be.
(2) Country of manufacture or refining, as the case may be.
(3) Delete inappropriate word.
(4) Port of ultimate destination.
(5) Delete in case of goods shipped direct.
(6) Address.

(Back of Certificate F.)

REGULATIONS REFERRED TO IN THE CERTIFICATE ON THE FACE HEREOF.

Where a number of separate articles are included in one parcel or shipment, each and every article shall be considered separately for the purpose of calculating the proportion of value due to labour within the Empire.

For the purposes of these regulations the total value of an article shall be its cost to the manufacturer at the factory or works and shall include the value of containers and other forms of interior packing ordinarily sold with the article when it is sold retail, but shall not include the manufacturer's or exporter's profit or the cost of exterior packing, carriage to port and other charges incidental to the export of the goods subsequent to their manufacture.

In calculating the proportion of value which is the result of labour within the British Empire there may be included under the head of labour the cost to the manufacturer of any materials of purely Empire origin entering into the composition of the article (including the interior packing specified in the foregoing paragraph), the cost of manufacture including wages, proportion of fuel, supervision and other factory expenses, and the cost of the labour of packing for retail sale.

The following may not be included in the proportion of value which is the result of Empire labour, namely, any materials or interior packings not entirely of Empire origin, manufacturer's profit or the profit or remuneration of any trader, agent, broker or other person dealing in the article in its finished condition, the expenses of placing the goods in outside packages for export and the cost of such packages, transportation charges, insurance and any other charges for services after the goods leave the place of production or manufacture.

APPENDIX FF.

FORM OF ADDITIONAL CERTIFICATE TO BE GIVEN BY THE MANUFACTURER OF COMPOSITE GOODS IN RESPECT OF THE DUTIABLE INGREDIENT OR INGREDIENTS OF WHICH A REDUCTION OF DUTY IS CLAIMED UNDER THE IMPERIAL CUSTOMS TARIFF AS BEING THE GROWTH, PRODUCE OR MANUFACTURE OF THE BRITISH EMPIRE.

I.....hereby certify that I am ((1).....of.....) the manufacturer(s) of the articles included in this certificate (and that I am duly authorized to make and sign this certificate on behalf of the said manufacturer(s)).

I have the means of knowing, and I do hereby certify that the dutiable ingredient(s) viz., (2).....used in the manufacture of the merchandise designated below, which merchandise is of (3).....manufacture (4) (and which is to be shipped to (5).....via (6).....consigned to.....merchant at (7) .....), consist(s) wholly (8) of goods included in the attached (9) certificate(s) of Empire origin, given by the grower(s), producer(s) or manufacturer(s).

(4) (Port of shipment.....).

(1) Insert the word partner, manager, chief clerk or principal official, giving rank, as the case may be, unless the person giving the certificate is the sole proprietor of the business, when the words in brackets may be omitted.

(2) Specify the dutiable ingredient or ingredients in respect of which preference is claimed.

(3) Country of manufacture.

(4) The words in brackets may be omitted where the manufacturer is not the actual exporter, provided that in such a case the exporter gives the supplementary certificate endorsed hereon.

(5) Port of ultimate destination.

(6) Delete in case of goods shipped direct.

(7) Address.

(8) If any dutiable ingredient is not wholly covered by a Certificate D, E or F, and is therefore not entitled to preference on its whole quantity, a separate Certificate FF is to be used for that ingredient, the word "wholly" being deleted, and the words "as to———%" inserted, the percentage covered by the Certificate D, E or F being stated.

(9) Attach Certificate(s) of origin in Form D, E or F, to be given by the grower, producer or manufacturer of the dutiable ingredient or ingredients in respect of which preference is claimed. The supplementary exporter's certificate on Form D, E or F need not be given but the necessary export particulars must be given on this form, either by the manufacturer himself or the actual exporter (see Note (4) above).

Number and description of packages.	Marks and Numbers.	Weight or Quantity.	Total Value.	Contents.

.....Signature.

Dated at.....this.....day of.....19....

SUPPLEMENTARY CERTIFICATE TO BE GIVEN BY THE EXPORTER IN CASES WHERE THE MANUFACTURER OF THE GOODS ABOVE SPECIFIED IS NOT HIMSELF OR BY HIS AGENT THE ACTUAL EXPORTER, AND IS NOT IN A POSITION TO FURNISH THE PARTICULARS OF SHIPMENT, ETC. (SEE NOTE 4 TO MAIN CERTIFICATE).

To be endorsed on the main certificate.

I.....hereby certify that I am (1).....of.....the exporters of the merchandise specified in the foregoing certificate, and that I am duly authorized to make and sign this certificate on behalf of the said.....

I have the means of knowing, and I do hereby certify that the merchandise referred to is of (2).....manufacture and that such merchandise is to be shipped to (3) .....via (4).....consigned to..... at (5).....

Port of shipment.....

.....Signature.

Dated at.....this.....day of.....19....

(1) Insert the word partner, manager, chief clerk or principal official, giving rank, as the case may be.
(2) Country of manufacture.
(3) Port of ultimate destination.
(4) Delete in case of goods shipped direct.
(5) Address.

CONDENSED MILK MARKET OF JAPAN.

Concordant with the general market depression, the condensed milk trade of Japan has recently suffered a dull period, according to the *Japan Advertiser*. Standard Japanese milk declined to $11.25 per case, the best grade from the United States at that time being quoted at $1.25 and that from other foreign countries at $13.75 per case. The dullness of the market is attributed to the falling off of exports of milk from Japan to foreign countries, with the result that manufacturers have been forced to depend upon home consumption as a market for their product. With the recent financial crisis this demand fell off considerably.

TINNED GOODS MARKET OF JAPAN.

Although packers have curtailed production in an effort to steady the market, the tinned goods trade continues dull, according to the *Japan Advertiser*. With a small stock on hand at the opening of the season the packers and holders of crab have continued that trade strongly, although importations of tinned crab have practically ceased. The export business for salmon and sardines in oil is dull and packers and buyers are depending upon the home market for sales. The market for green peas is steady owing to demands from the Dutch East Indies.

TRADE OF NEWFOUNDLAND IN 1919.

TRADE COMMISSIONER W. B. NICHOLSON.

St. John's, August 1, 1920.—Although the fiscal year in Newfoundland closes on June 30, the returns of the trade and commerce of the country are not available until nearly another year has elapsed, owing to the fact that the statistical reports have to be tabled in the legislature at the session following the close of the fiscal year before they are given publicity Consequently the returns for the fiscal year which ended on the 30th of June last will not be available until after Parliament meets about March or April, 1921.

The official returns for 1919 exhibit a remarkable increase in the colony's foreign trade as compared with former years, and indicate a measure of prosperity during the years 1918 and 1919 never before enjoyed by the people.

The total foreign trade for the year under review amounted to $70,081,800, and exceeded the trade of 1918 by more than 13 million dollars. Imports amounted to $33,297,184, and exports to $36,784,618. The importations were distributed as follows:—

Canada	$12,777,684
United Kingdom	2,399,853
United States	16,569,236
Other countries	1,550,411

In this connection it may be noted that during the twelve months ended May, 1920, importations from Canada amounted to nearly sixteen and a half million dollars.

THE COD FISHERY.

The cod fishery being the mainstay of the island, the prosperity of the people depends on its successful marketing. During the last two years of the war prices gradually increased until towards the end of 1918, when the zenith was reached, the price obtained being about $15 a quintal, as against $12 in 1919. There were difficulties, however, in the way of successful marketing abroad, chiefly in Italy, and resulted in one large cargo being shut out from that market, part of it being landed in Greece, while the balance had to be disposed of in Roumania, payment being received in Roumania five and a half per cent three-year bonds, maturing on May 1, 1922. This difficulty continued throughout 1919, and it was becoming more and more evident that the cardboard structure of war prosperity threatened to collapse with serious consequences to Newfoundland—a situation increased by the fact that Iceland, Norway and other European countries had resumed their former activity in the cod fishery and were likely to become formidable competitors of the Newfoundland product in northern Spain and Italy, due it was alleged to the inferior quality of some of the Newfoundland article. This proved so grave that legislation for improvement in the cure and grading of fish for export was promised for the session of the Legislature of 1920. Despite the unsettled conditions of the foreign markets, local prices were fairly well maintained towards the end of 1919, though the prospects following the opening of 1920 were decidedly less favourable.

The general election held on November 3 resulted in the defeat of Sir Michael Cashin's government, which was succeeded by a ministry led by Hon R. A. Squires, associated with whom was Hon. W. F. Coaker, president of the Fishermen's Protective Union, an organization created through his instrumentality, and candidates of which were elected in the Northern Bays—the homes of the largest branches of the fishing industry. In the new government Mr. Coaker is the Minister of Marine and Fisheries.

As the cod fishery is the island's chief industry, and measures for its improvement regarded of the greatest importance, Mr. Coaker introduced regulations under

a statute enacted in 1919 entitled the "Imports and Exports Restriction Act," prohibiting the export of codfish from any port in Newfoundland except upon certain conditions. This regulation provoked an unusual amount of controversy among fish exporters and others, resulting in the question being tested before the Supreme Court, and owing to informalities was held to be illegal. A further proclamation, however, was issued under the War Measures Act. Difference of opinion in regard to the wisdom of the policy embodied in these regulations continues to seriously agitate the business community and the public generally. Legislation enlarging the powers of the Government has since been introduced and is designed to require fishermen to furnish from time to time information regarding the quantity of fish caught and exporters the quantity held by them, in order to control the cure, standardizing, packing and shipping of fish, to ensure the seaworthiness and fitness of vessels carrying cargoes of fish to foreign markets, and to determine the shipment, price, etc., of fish to foreign ports. While it may be too soon to express an opinion as to the ultimate outcome of this legislation and its enforcement, it will be watched with the keenest interest by the public generally.

The total exports of the products of the fishery amounted to $32,792,271, being an increase over the preceding year of $7,244,937.

COD OIL AND COD-LIVER OIL.

Following the end of the war prices of both cod oil and cod-liver oil declined and the outlook early in 1919 was unfavourable. Later in the year, however, the situation improved, and stocks were marketed without serious loss. While the war continued there was a brisk sale for the medicinal article in the United States, but after the armistice it slumped disastrously, but there being a scarcity in the English market, much of the stock was disposed of there. The exports amounted to 342,592 gallons as compared with 321,969 gallons in 1918. The exportations of cod oil were only 4,516 tons of 256 gallons, against 7,350 tons in 1918. Prices ranged from $250 to $300 a ton against a record price of $400 in 1919.

HERRING AND LOBSTER INDUSTRIES.

The herring industry, prosecuted on the northeast and northwest coasts and regarded as capable of enormous expansion, unfortunately owing to various causes, such as unsuitable barrels, inexperienced packers, and indifference in the catch and curing, resulted in seriously damaging the credit of the Newfoundland product and in bringing about a disastrous cut in prices—a condition accentuated by the fact that, owing to the high prices obtained the previous years, packers opened the season of 1919 by paying as high as $14 a barrel for herring as taken from the nets, and charging proportionately increased rates for it when barrelled, the demand being $30 a barrel.

The foreign market refused to absorb the fish at the increased prices, and stocks are said to be still held in Newfoundland and New York selling slowly at $10 a barrel.

The exports of herring for the fiscal year ended June 30, 1919, were 212,345 barrels, valued at over two and a half million dollars, as compared with 216,058 barrels valued at $2,075,202 for 1918.

The lobster catch was not as large as in 1918, but the product brought the highest price on record, namely, $34.50 a case of 48 one-pound tins, the exports being:—

	Cases.	Value.
1918..	8,279	$170,737
1919..	4,494	102,334

The large export in 1918 is partly attributed to stocks held over from the earlier years of the war being put into consumption at a low price. The opening price in 1919 was only $22 a case, but increased to $34.50.

AGRICULTURE.

The climatic conditions prevailing only permit the growth of vegetables such as potatoes, turnips, cabbage, etc., hay, oats and small fruits, while wheat and corn cannot be grown commercially. In the aggregate, however, farm and garden products amount to a substantial valuation, farming being regarded locally as the second industry in point of value.

PULP AND PAPER.

The manufacture of pulp and paper has grown to be one of the important subsidiary industries with an establishment at Bishops Falls producing about one hundred tons of pulpwood a day, and one at Grand Falls operated by the Anglo-Newfoundland Development Company turning out about 200 tons of newsprint paper daily, and resulting in affording employment for many of the people. The latter town is rapidly forging ahead to a position where it will probably be the second town in the island. Its present population is said to be about 3,500, and plans are being matured for a substantial enlargement of the plant as a result of the shortage of paper and the ever-increasing demand for it.

Operations were begun last summer by a Norwegian company for the establishment of a pulp and paper plant on the Gander river which, though not of the magnitude of the establishment at Grand Falls, is designed to be of large proportions.

In the fiscal year 1918-19, 7,151 tons of pulpwood valued at $475,178 were exported, as against 14,153 tons valued at $404,449 in 1917-18. Exports of paper in the corresponding periods were 22,819 tons at $1,545,344, and 34,060 valued at $2,302,245.

Shipments of paper were made to Australia and South America with favourable results, and should not the requirements of nearer markets be sufficient to absorb the output it is thought increased trade could probably be developed with the more remote countries.

MINING.

Mining is almost entirely confined to operations at Bell Island, the total exports of ore for the last two fiscal years being:—

	Tons.	Value.
1918	731,080	$804,188
1919	709,338	780,271

SHIPBUILDING.

The shipbuilding industry was fairly active during the war, though not on a large scale. A Norwegian company operating at Harbour Grace went into liquidation, while other plants anticipating a fall in prices through the belief that business was being overdone, reduced operations. Marine underwriters recorded a disastrous year for Newfoundland sailing vessels, the losses of foreign and local vessels numbered more than 130, exceeding anything in previous years. It is said that the tendency in future will likely be for the production of smaller vessels, it being alleged that the timber available is not suitable for vessels of more than 150 tons.

TRANSPORTATION SERVICES.

Transportation was retarded by the shortage of sea tonnage and the run-down condition of the railroad system which had been overworked and under-repaired during the period of the war. The volume of freight carried by the Reid Newfoundland Company's railroad and steamships far exceeded that of previous years.

The steamship service with the outside world showed some improvement during the year. The Furness-Withy Company resumed regular sailings between Liverpool, Halifax and St. John's, and return, and an excellent passenger and freight steamer has been put on the New York, Halifax and St. John's route by the Red Cross Line,

while the Canadian Government Merchant Marine, Limited, has established an efficient line of freight steamers on the Montreal-St. John's, Nfld., route which calls at Gulf ports for freight offering, and the steamer *Sable I.*, Farquhar and Company, performs a weekly passenger and freight service between North Sydney and St. John's. The Nova Scotia Steamship Company, Limited, have two steamers running between Boston, Halifax and St. John's. It is the intention of the latter company to put two passenger and freight steamers on this route next season, accommodating about 200 passengers, and a steamer from Halifax to develop Canadian trade in flour and other Canadian manufactures on the west coast of Newfoundland. Messrs. A. E. Hickman Company, Limited, St. John's, are the agents for the Nova Scotia Steamships, Limited.

TRADE DEPRESSION.

There is a marked depression in the trade and commerce of the country, and as far as can be learned the outlook for improvement in the near future is by no means bright. Merchants claim they are overstocked with goods, and in consequence many commercial travelling men succeeded in securing only a few small orders, while others have failed to effect any sales.

ST. JOHN'S, NEWFOUNDLAND.

St. John's, the capital of Newfoundland, the most easterly city in America, 1,691 miles from Cape Clear (Ireland) is situated on the east side of the island, in the peninsula of Avalon. The city is not only the capital of the colony but the centre of all the business and financial interests of the island and Labrador. The harbour is completely landlocked, and is entered by a short passage known as "The Narrows," between high beetling cliffs. The city practically monopolizes the commerce of the island, and is the centre of the seal and whale fisheries. Well equipped steamers connect St. John's with the outports and with overseas markets. Ninety per cent of the duties paid and revenues of the island are collected in St. John's. Population (1918) 34,045.

THE ENGLISH HOP CROP.

Trade Commissioner Harrison Watson.

London, England, September 8, 1920.—According to the annual report customarily published by Messrs. W. H. and H. Le May, of London, the coming hop crop, after passing through many vicissitudes, has been successfully freed of the aphis blight which at one time attacked it so persistently, the hot weather of the last week of July and the first week of August having aided the vigorous efforts of hop growers to destroy the pest.

The result is that the hops have latterly come through well, and in most gardens the cones are now well developed and the plantations present a most luxurious appearance.

The south of England will grow more hops than last year, but in Worcestershire and Herefordshire, where damage from blight has been sustained, the vine has suffered, and the crop in these counties is likely to turn out less.

Messrs. Le May think, however, that they can safely prophesy that the total English crop will be 10 per cent more than that of last year, but in offering this satisfactory opinion they call attention to the fact that, owing to increased prices of materials and labour, the cost of production will be no less than 30 per cent above that of last year.

According to the latest returns, the acreage of hops in England is now 20,760 acres, which is an increase of 4,010 acres over last year; but of course this new acreage will produce very few hops.

Upon the other hand, the requirements of United Kingdom brewers call for an acreage of at least 40,000.

While Messrs. Le May express the pious wish that English hop growers will be able to satisfy this demand, so that it may not be necessary to import hops from other countries, it would appear, unless the yield is a bumper one, that there may be a shortage of home-grown hops.

CANADIAN FLAX-SEED IMPORTATION INTO IRELAND.

Governmental Flax Control Removed in Ireland, September 1.

TRADE COMMISSIONER J. VERNON MCKENZIE.

Dublin, September 6.—After a week's tour of inspection through Ireland, visiting particularly the importers of flax-seed and also the growers and flax growing territories within easy reach of Belfast, Dublin and Cork, three facts of prime interest to Canadian flax seed growers and exporters stand out:

1. Canadian fibre flax seed has within the past few years gained many friends amongst the merchants, growers, and the technical governmental agricultural authorities in Dublin. In 1918 the governmental figures showing direct trade between Canadian ports and Ireland do not differentiate between fibre seed and linseed, but it is stated that the great bulk consisted of the former variety; the value of the trade was £91,520. In 1919 the flax-seed exportation (direct) from Canada to Ireland had grown almost fourfold, totalling £339,289.

Irish growers have come to appreciate the particular qualities found in Canadian flax-seed, and in the import merchants, Canadian seed has also found warm advocates. Scores of farmers who formerly would accept only Dutch, Blue Flower, are now demanding Canadian seed. One importer—one of the largest—has expressed the opinion that "Canadian seed will ultimately push the Dutch off the Irish market." Another merchant said, "I believe Canadian seed will knock other kinds, including Dutch, 'sky high.'"

2. Disastrous results will follow—in fact have already followed,—if Canadian flax-seeds, other than Government inspected and graded No. 1, are permitted to be exported. Practically 100 per cent of the trouble caused through the past season by the Canadian seeds has been traced to varieties which were sent into Ireland without the Government grading and inspection. The appreciation of the Government certificate for Ontario fibre flax-seed is such that all importers and a number of growers have been circularised by the Irish Department of Agriculture and Technical Instruction pointing out to them the importance of this certificate and the merits of this seed, and giving an illustration of the printing in red letters on each sack.

3. Canadian growers will not get the prices in Ireland that were obtained last year, when there was an average of about £9 10s. per bag, and there were instances where the price was even two or three pounds higher. At this period of writing, it is impossible to tell at what price the market will open, but latest advices from Holland lead various merchants, particularly those in Belfast, to estimate the opening market at from £3 18s. to £4 10s. Only one importer believes that the opening price may be as high as £5 10s.

SOME BELFAST IMPORTERS' OPINIONS.

The reason that the top prices of last year will not be realized this year in Ireland is that there will be immensely more seed on the market. Little is known here yet of the quantities which may be expected from Japan, but it is understood that there

is a great deal more to come from Russia than was hitherto expected. One prominent buyer is now at Riga, and the prospects are that a large amount of seed will be available for sending to Ireland from this port.

The technical authorities, as well as importers, inform me that one thing which will continue to militate against the success in this market this year of the Dutch seed is that the Government of Holland is not able to certify whether the seed being sent out of that country is a White or a Blue variety. As each seed has its particular localities and soils, where it has been proving to be better than the other, it will be readily recognized that this will be unfortunate for the exporters of Holland, but should react to the distinct advantage of Canadian exporters.

With these large stocks available in the world, it is readily seen why the price will be less than half of what was obtained last year.

RAPID DETERIORATION OF FLAX-SEED.

Canadian growers and exporters probably are aware that seed will deteriorate very rapidly in Ireland, owing to weather conditions, while in store between period of arrival in Ireland from the Canadian carrying ship and the period of sowing. Of course, since this is quite generally recognized, the great bulk of the seed comes forward during January and February, but it will not be out of place to once more impress this upon all who are interested in furthering this trade.

It is exceedingly gratifying to know the favour which Canadian seed has met with, and to find what warm friends it has acquired in the flax-seed import merchants, most of whom are of course located in Belfast, though there are some in Cork and one or two other places. In this, or other recent issues of the *Bulletin,* those interested will find a number of inquiries from merchants who desire to make direct connections with Canada. In some cases last year merchants who had clients for Canadian flax-seed were put to the necessity of buying through an intermediary Irish firm, owing to the fact that they were unable to contract for direct supplies; these merchants naturally hope hereafter to buy direct. Several firms to whom I showed a report on flax-seed acreage and conditions in general throughout Ontario, as regards growing and quality, were so definitely interested in the details that they asked for a copy.

IMPORTANCE OF INSPECTING AND GRADING.

Two or three Belfast merchants called my attention to a complaint which they have had against Canadian seed. In a very fractional number of cases, it is presumed that the particular locality where the seed was sown did not suit the Canadian variety. In one instance which was shown to me, Canadian seed—apparently from similar bags and of similar quality—was sown in adjacent fields; one field gave evidence of producing a beautiful crop while the other was very uneven and patchy. The only explanation this farmer could give was that he had been raising crops too often on the field which showed unsatisfactory results.

There have been a number of cases reported where Canadian seed has not given satisfaction, and as I have intimated above, this unsatisfactory seed is almost invariably that which has been sent over without passing through Government inspection and grading. Too much importance cannot be laid upon this point. One importer showed me a letter which he had recently received from a shipper client of his in Canada stating that grading and inspection were not going to be made compulsory this year. It was with great regret that this information was received.

One importer to whom I talked at some length had contracted for 1,000 bags, and in sending forward his letter of credit to Canada he made it a stipulation that the money could not be obtained until the grower had furnished his bankers with a certificate showing that the seed was of the fibre variety and graded and inspected No. 1 by the Government. This action saved him some thousands of pounds, as a portion of the shipment which he received proved to be very inferior quality seed.

Another importer contracted for 1,000 bags and received only 500. As he had contracted to deliver to various growers here the entire 1,000 bags, he was put to the necessity of going into the open market and procuring the 500 bags in which his own supply was deficient. He made every effort to obtain the additional 500 from Canada, but on account of the acute shortage was not able to obtain it from any other shipper, and the man from whom he made his contract proved entirely unable to live up to it. Legal action in this case may be initiated, and it is a regrettable circumstance which tends to give a "black eye" to Canadian export trade.

THE IRISH LAW AND ITS EFFECTS.

A flax merchant selling seed in Ireland need not be responsible, according to the existing law, for the germination of the flax-seed which he sells. The germination may show 50 per cent or 95 per cent results, but in any case the grower who meets with non success has no "come-back," on the merchant with whom he deals, but—and this is a most important point for Canadian growers and exporters—the merchant must be responsible whether the seed will produce seed flax or fibre flax, and if the farmer should find when the season's crop comes to maturity that it is a field of seed flax and not fibre flax, then the merchant may be held liable for heavy damages. Last year the authorities in the Department of Agriculture and Technical Instruction for Ireland sold a large quantity of seed under its jurisdiction and through a leading Belfast merchant. A considerable quantity of this was 1918 Canadian seed, and of the complaints which the Government has already investigated, it has been found that 72 cases show that seed was seed flax and not fibre flax.

A number of cases of the 1919 seed have also been investigated, and they also show cases of seed flax. This has "let in" the Irish Government rather seriously, as they have to admit the legal and financial responsibility for these unfortunate and disastrous cases. An investigation shows that in every one of the cases the seed had not been either inspected or graded by the Canadian Government, and also that practically all this seed was forwarded to Ireland by one Canadian shipper. I have before me a report on one specific investigation made by a grower at Lisnagreew, Creaghanroe, Castleblayney. Michael Farnon reported that the results of his crop are satisfactory, and the report furnished me says:—

"The Department's Chief Flax Inspector examined the crop and reported that he was quite satisfied that it was of a seed variety. The bag which contained the seed in question was branded: 'Canadian Dutch Flaxseed, guaranteed growth of 1919.' It also bore the brand, and the name of an Ontario shipper." A chief member of the staff of the Government Department of Agriculture informs me that from the disastrous results of the seed sent to Ireland from this one Canadian shipper the Government has already paid out or agreed to pay out between £3,000 and £4,000—estimating it at approximately £16 per acre.

Another and more extensive and detailed report, a copy of which is being forwarded to the Department of Trade and Commerce with this report, gives a number of specific instances of unsatisfactory results. The Department inspector states that there was nothing about the appearance of either of the two samples tested to indicate that the seed was inferior. But one sample showed a germination of only 56 per cent; a purity of 95·6 per cent; and a weight per 1,000 seeds of 3·78 grms. The report furnished me concludes: "The Department desire to point out that the defective seed will have a serious effect in prejudicing Irish farmers against purchasing Canadian seed in future years."

As there are between 40,000 and 60,000 flax growers in Ireland, the size and importance of the market can readily be realized. Only one case has as yet arisen where Government inspected and graded seed is claimed to have given trouble. In this one case the investigation has shown that the farmer in question bought only half a bag, and therefore it is very evident that since he did not buy the bag in its original sealed and inspected condition, he could not be sure that he received it as it was shipped from Canada.

APPLE PRICES IN ENGLAND.

The following cablegram dated September 17 has been received from the Office of the Canadian Fruit Trade Commissioner in Liverpool:—

"One thousand five hundred and sixty-six barrels Ontario apples ex ss. *Empress of France,* Wealthy, slack, No. 2's, 86s.; Alexander No. 1's 80s., No. 2's 79s.; other varieties, No. 1's, 82s., No. 2's, 72s. (tights); best slacks: Alexander, 70s. to 75s.; Duchess No. 1's, 72s., No. 2's 65s., other varieties, No. 1's 75s., No 2's, 72s.; Northstar No. 1's, 81s.; other slacks: Duchess No. 1's 66s. to 67s., No. 2's 51s. to 56s.; other varieties, 48s. to 56s.; 840 cases Spanish apples, 5½ to 6d per lb."

SEED PRICES IN ENGLAND.

Under date of September 21, Mr. Harrison Watson, Canadian Government Trade Commissioner, London, England, cables:—

"Unchanged large crops both English and French Red Clover."

Last week's seed prices in London were:—of alsike, 42·9 cents to 47·1 cents per pound; of timothy, 17·1 cents to 18·2 cents per pound, and of red clover, nominal.

Commenting on the above cable, Mr. Grant S. Peart, Chief, Markets Intelligence Seed Branch of the Department of Agriculture, writes: "Large crops of English and French red clover seed are having a tendency to limit buying on the London market. It is interesting to observe that the values of clover and timothy seed at London and Toledo are about 50 per cent of those that prevailed one year ago. We believe this situation largely due to heavy crop prospects in Continental Europe and the British Isles."

EGYPTIAN EGGS IN THE UNITED KINGDOM.

On September 7, the British Minister of Food issued the following notice regarding Egyptian eggs: In order to restore normal conditions of trading it is hoped to avoid the necessity of effecting Government purchases of Egyptian eggs during the coming season. Free import of these eggs will be permitted with such restrictions as to price as will ensure that the retail price will not exceed 3s. a dozen.

INDIA'S NEED FOR AGRICULTURAL NECESSITIES.

India's steady advancement in intensive agricultural cultivation has introduced the use of artificial fertilizers, special grade of seed, and modern agricultural machinery at a rapidly increasing rate, and the need, especially in western India, for a firm specializing in the necessities for agricultural development has recently brought about the formation of the Union Agency. This agency, according to an issue of *Commerce,* will specially promote the importation of agricultural machinery, fertilizers, and agricultural seeds.

SHIPBUILDING PROGRAMME OF NIPPON YUSEN KAISHA REVISED.

In a recent communication from Consul General George H. Scidmore, of Yokohama, published in the *United States Commerce Reports,* it is reported that the shipbuilding programme of Nippon Yusen Kaisha which called for the construction of 500,000 tons in five years has been revised owing to the recent depression in the shipbuilding business. Orders have already been placed for some 100,000 tons with Japanese and British dockyards. The decision is to suspend shipbuilding from the next financial year.

AUSTRALIAN COMMONWEALTH TRADE RETURNS, 1919-20.

TRADE COMMISSIONER D. H. ROSS.

Melbourne, August 17, 1920.—The preliminary returns (subject to revision) of the oversea trade of Australia for the fiscal year ended June 30, 1920, show a slight contraction in the value of the imports and a marked increase in the value of the exports. During the war years of 1915-16 to 1917-18, inclusive, information relative to the movements of specie and bullion were withheld from publication. Therefore for the years quoted the comparative figures submitted in subsequent paragraphs are based upon imports and exports of merchandise only.

The total trade of the Commonwealth is shown thus:—

1918-19	£216,299,135
1919-20	246,021,422
Increase	£ 29,722,287

The following is the comparison for the past two fiscal years:—

	1918-19.	1919-20.	+Increase. —Decrease.
Imports	£102,335,159	£ 97,456,899	—£ 4,878,260
Exports	113,963,976	148,564,523	+ 34,600,547

COMMONWEALTH OVERSEA TRADE IN RECENT YEARS.

To illustrate the fluctuations in Australian trade in recent fiscal years (July to June), the following comparative return showing increases or decreases of exports over imports is submitted:—

	Total Imports.	Total Exports.	+Increase. —Decrease.
1910-11	£ 64,171,784	£ 73,399,537	+£ 9,227,753
1911-12	73,124,989	81,586,546	+ 8,461,557
1912-13	77,531,489	75,765,546	— 1,765,943
1913-14	82,417,907	84,827,496	+ 2,409,589
1914-15	64,431,837	60,592,576	— 3,839,261
1915-16	*76,708,159	*64,164,115	— 12,544,044
1916-17	*75,463,568	*86,020,439	+ 10,556,871
1917-18	*60,428,813	*75,142,591	+ 14,713,778
1918-19	102,335,159	113,963,976	+ 11,628,817
1919-20	97,456,899	148,564,523	+ 51,107,624

* Excluding gold specie and bullion.

TRADE OF CANADA AND AUSTRALIA COMPARED.

A comparison of the trade of Australia with that of the Dominion, during the past two fiscal years, is submitted in the subjoined schedule:—

	Imports.	Exports.	Total Trade.
1918-19—Canada	$ 916,443,432	$1,259,935,285	$2,176,378,717
1918-19—Australia	497,348,872	553,864,923	1,051,213,795
1919-20—Canada	1,064,516,169	1,286,658,709	2,351,174,709
1919-20—Australia	473,640,529	722,023,581	1,195,664,110

(Australian figures converted at the rate of $4.86 to the £.)

IMPORTS OF PRINCIPAL LINES OF MERCHANDISE.

The imports of leading lines of goods and products in the fiscal years 1918-19 and 1919-20, showing increases and decreases, are tabulated for ready reference as follows:—

	1918-19.	1919-20.	+Increase. —Decrease.
Agricultural implements	£ 665,568	£ 426,985	—£ 238,583
Ale and beer	51,701	119,638	+ 67,937
Animal foodstuffs, n.e.i.	19,718	29,595	+ 9,877
Animals, live	39,785	117,562	+ 77,777
Apparel	6,103,876	4,418,661	— 1,685,215
Bags and sacks	3,934,542	1,980,917	— 1,953,925
Bark, tanning	43,319	34,363	— 8,956
Boots and shoes	213,407	267,836	+ 54,429
Brushware	199,953	185,947	— 14,006
Calcium carbide	144,288	121,130	— 23,158
Caramel and cocoa butter	87,611	76,109	— 11,502
Cement, Portland	180	36,295	+ 36,115
Cocoa and chocolate	393,835	749,997	+ 356,162
Coffee and chicory	96,408	146,385	+ 49,977
Confectionery	2,756	14,481	+ 11,725
Copra	799,082	1,118,196	+ 319,114
Cordage and twines	341,009	216,699	— 124,310
Drugs and chemicals	3,652,827	2,627,719	— 1,025,108
Earthenware, china, etc.	493,949	433,409	— 60,540
Electrical and gas appliances	619,429	639,077	+ 19,648
Electrical cable and wire	612,216	631,189	+ 18,973
Fancy goods	754,322	863,535	+ 109,213
Fertilizers	383,380	552,499	+ 169,119
Films, cinematograph	163,196	233,179	+ 69,983
Fish, canned	345,918	984,265	+ 638,347
Fish, other	42,699	175,314	+ 132,615
Flax, hemp, etc.	806,531	942,610	+ 136,079
Fruits, dried	53,594	234,796	+ 181,202
Fruits, fresh, bananas, etc.	90,034	95,558	+ 5,524
Gelatine and glue	75,472	29,336	— 46,136
Glass and glassware	824,057	635,766	— 188,291
Gold and silver	7,467,700	66,493	— 7,401,207
Grain and pulse, rice, etc.	429,201	1,026,518	+ 597,317
Hops	34,206	20,185	— 14,021
Iron and steel—			
Bar, rod, hoop, etc.	555,332	725,888	+ 170,556
Pig and scrap	9,755	37,983	+ 28,228
Girders, beams, etc.	64,165	204,150	+ 139,985
Pipes and tubes	890,592	1,207,945	+ 317,353
Plate and sheet	1,917,251	3,334,700	+ 1,417,449
Rails, fishplates, etc.	4,536	37,011	+ 32,475
Wire	516,260	531,383	+ 15,123
Tinned plates	2,129,753	1,574,429	— 555,324
Jewellery	551,635	849,904	+ 298,269
Leather and leather goods	684,510	737,425	+ 52,915
Machinery (not agricultural)	3,269,055	4,260,380	+ 991,325
Matches and vestas	377,842	138,893	— 238,949
Meats, canned, etc.	26,239	25,416	— 823
Metal manufacturers, n.e.i.	3,834,679	4,478,095	+ 643,416
Milk and cream	30,802	48,955	+ 18,153
Mixed metals (alloys)	51,026	42,248	— 8,778
Motor bodies	106,696	137,141	+ 30,445
" chassis	1,328,068	2,443,191	+ 1,115,123
" cycles, etc.	132,784	282,727	+ 149,943
Musical instruments—			
Pianos and parts	321,260	345,833	+ 24,573
Other and parts	73,778	81,906	+ 8,128
Mustard	43,576	86,779	+ 43,203
Oils—			
Kerosene	709,342	791,517	+ 82,175
Lubricating	731,073	329,309	— 401,764
Petroleum spirit	1,820,870	2,434,874	+ 614,004
Other	838,364	1,198,637	+ 360,273
Nuts, edible	130,963	315,482	+ 184,519
Optical instruments, etc.	211,323	306,470	+ 95,147
Ores and metals, n.e.i.	150,767	119,173	— 31,594
Paints, colours, etc.	553,630	458,837	— 94,793

IMPORTS OF PRINCIPAL LINES OF MERCHANDISE.—*Continued.*

	1918-19.	1919-20.	+Increase. —Decrease.
Paper—			
Cardboard, etc.	£ 329,218	£ 154,463	— £ 174,755
Printing	1,888,542	1,417,977	— 470,565
Wrapping	474,490	299,611	— 174,879
Writing and typing	997,991	428,568	— 569,423
Other	679,640	536,934	— 142,706
Perfumery	244,578	303,122	+ 58,544
Phonographs	145,258	248,663	+ 103,405
Pickles and sauces	112,750	123,883	+ 11,133
Rubber and manufacturers	1,688,678	1,442,239	— 246,439
Sago and tapioca	77,966	163,078	+ 85,112
Sausage casings, etc.	120,186	190,099	+ 69,913
Skins and hides	696,583	1,000,081	+ 303,498
Soap	68,387	124,578	+ 56,191
Spices	144,084	223,161	+ 79,077
Spirits, whisky, etc.	1,174,276	994,017	— 180,259
Stationery	1,173,999	1,307,529	+ 133,530
Stones and minerals	181,326	187,032	+ 5,706
Sugar (cane)	1,052,124	4,359,109	+ 3,306,985
Surgical and dental instruments	225,941	217,998	— 7,943
Tea	1,954,656	3,702,175	+ 1,747,519
Textiles (not apparel)	25,844,337	19,635,656	— 6,208,681
Timber	1,837,478	2,522,693	+ 685,215
Tobacco—			
Manufactured	123,823	104,225	— 19,598
Unmanufactured	1,594,538	1,313,477	— 281,061
Cigars	91,518	108,194	+ 16,676
Cigarettes	54,011	93,566	+ 39,555
Snuff	704	1,635	+ 931
Tools of trade (not machines)	804,392	868,353	+ 63,961
Vegetable foodstuffs, n.e.i.	206,060	454,709	+ 248,649
Vegetable substances, n.e.i.	1,221,744	1,374,612	+ 152,868
Vehicles and parts, n.e.i.	712,316	1,108,373	+ 396,057
Watches, clocks, etc.	294,911	320,980	+ 26,069
Wine, sparkling	16,226	118,164	+ 101,938
Wine, other	21,121	49,172	+ 28,051
Wood manufactures	298,315	338,440	+ 40,125
Wood-pulp	49,993	57,263	+ 7,270
Yarn, cotton	184,436	121,730	— 62,706
Wool	915,266	647,652	— 267,614
Other	145,397	87,988	— 57,409
All other articles	2,630,205	2,836,778	+ 206,573
Total	£102,335,159	£97,456,899	— £4,878,260

EXPORTS OF PRINCIPAL LINES OF MERCHANDISE.

The principal exports are tabulated thus:—

	1918-19.	1919-20.	+Increase. —Decrease.
Ale and beer	£ 73,227	£ 149,789	+£ 76,562
Animal foodstuffs, n.e.i.	380,772	217,823	— 162,949
Animals, live—			
Cattle	6,940	31,801	+ 24,861
Horses	189,354	167,777	— 21,577
Sheep	39,783	64,142	+ 24,359
Other	2,587	7,066	+ 4,479
Animal substances, n.e.i.	179,398	599,670	+ 420,272
Apparel	567,695	552,291	— 15,404
Bark, tanning	14,675	48,746	+ 34,071
Beverages, n.e.i.	87,728	110,151	+ 22,423
Biscuits	374,142	313,727	— 60,415
Boots and shoes	350,300	837,320	+ 487,020
Butter	3,193,086	3,301,695	+ 108,609
Cheese	118,855	378,662	+ 259,807
Coal	387,422	848,954	+ 461,532
Copra	487,090	546,914	+ 59,824
Drugs and chemicals	647,828	508,084	— 139,744
Earthenware, cement, etc.	87,038	156,711	+ 69,673
Fertilizers—			
Ammonium sulphate	350,098	226,289	— 123,809
Superphosphates	95,623	67,288	— 28,335
Other	39,156	223,591	+ 184,435

EXPORTS OF PRINCIPAL LINES OF MERCHANDISE.—*Continued.*

Fruits, dried—	1918-19.	1919-20.	+Increase. —Decrease.
Currants	£ 100,326	£ 246,382	+£ 146,056
Raisins	95,523	363,527	+ 268,004
Other	57,191	37,502	— 19,689
Fresh, apples, etc.	188,382	467,134	+ 278,752
Gold and silver	9,190,153	5,405,619	— 3,784,534
Grain, unprepared—			
Wheat	11,334,655	22,568,633	+ 11,233,978
Other	215,030	577,844	+ 362,814
Grain, prepared—			
Flour	5,818,824	8,906,973	+ 3,088,149
Rice	166,147	113,214	— 52,933
Other	362,577	318,368	— 44,209
Jams and jellies	1,847,970	1,222,537	— 625,433
Jewellery	89,975	138,327	+ 48,352
Leather and manufactures	2,197,219	2,457,268	+ 260,049
Machines and machinery	493,006	430,924	— 62,082
Manufactures of metal	959,235	976,803	+ 17,568
Meats—			
Potted or concentrated	356,924	168,586	— 188,338
Frozen beef	2,472,786	2,479,248	+ 6,462
Lamb	119,029	1,652,544	+ 533,515
Mutton	1,179,402	3,830,020	+ 2,650,618
Rabbits and hares	308,965	762,936	+ 453,971
Canned	3,797,612	2,804,088	— 993,524
Other	973,069	941,967	— 31,102
Milk and cream	1,092,911	1,606,900	+ 513,989
Oils—			
Cocoanut	136,098	185,196	+ 49,098
Eucalyptus	83,706	91,614	+ 7,908
Other	470,626	742,019	— 271,393
Ores and metals—			
Copper, ingots, etc.	2,262,627	2,765,563	+ 502,936
Iron and steel bars, etc.	284,533	240,947	— 43,586
Lead, pig, etc.	2,891,006	2,654,892	— 236,114
Tin concentrates	.....	16,658	+ 16,658
" ingots	968,005	950,595	— 17,410
Wolfram	161,771	136,918	— 24,853
Zinc concentrates	429,474	166,433	— 263,041
" bars, etc.	101,591	80,846	— 20,745
Other metals	162,950	350,245	+ 187,295
Other concentrates	235,220	302,750	+ 67,530
Paints and varnishes	131,094	242,185	+ 111,091
Paper	62,667	83,147	+ 20,480
Pearlshell	316,186	467,050	+ 150,864
Precious stones	150,718	298,407	+ 147,689
Rubber and manufactures	224,126	344,698	+ 120,572
Sandalwood	138,945	267,359	+ 128,414
Skins, cattle	584,212	1,672,848	+ 1,088,636
" rabbit and hare	1,316,550	3,672,425	+ 2,355,875
" sheep	1,941,113	2,600,577	+ 659,464
" other	560,041	2,671,751	+ 2,111,710
Soap	164,892	226,132	+ 61,240
Specie, bronze	50	2,045	+ 1,995
Spirits	162,708	231,387	+ 68,679
Stationery	111,619	160,970	+ 49,351
Stones and minerals, n.e.i.	54,593	69,609	+ 15,016
Tallow	2,176,586	2,883,128	+ 706,542
Tea	136,808	371,244	+ 234,436
Textiles	639,996	991,224	+ 351,228
Timber	238,019	528,939	+ 290,920
Vegetable foodstuffs, n.e.i.	941,555	1,102,222	+ 160,667
Vegetable substances, n.e.i.	190,826	248,682	+ 57,856
Vessels transferred	367,000	775,886	+ 408,886
Wine	201,168	234,217	+ 33,049
Wood manufactures	49,976	82,130	+ 32,154
Wool—			
Greasy	31,479,990	38,416,481	+ 6,936,491
Scoured	10,351,553	9,169,643	— 1,181,910
Tops	935,212	2,957,679	+ 2,022,467
All other articles	576,601	619,437	+ 42,836
Total	£113,963,976	£148,564,523	+£34,600,547

AUSTRALIAN IMPORTS AND EXPORTS, 1919-20.

The total values of imports in 1919-20 show a decrease of £4,878,260 as compared with the previous fiscal year, which—in view of the severe drought conditions (now ended) and prolonged shipping strikes—was not entirely unexpected.

With values of practically all oversea goods and products advancing, combined with the heavy ocean freights, the importations into Australia for the concurrent fiscal year indicate a still further contraction.

Inversely, the aggregate of the exports from Australia (consisting mainly of primary products) in 1919-20 easily constituted a record, and exceeded those of the previous year by no less than £31,600,547. In the exports were included accumulated stocks of wool, wheat, flour, meats, etc.—purchases by the Imperial Government and which had been waiting transportation facilities.

It will be many months later before detailed information respecting Australian trade in 1919-20 will be published. Until then it is impossible to make an analysis of importations from Canada in comparison with the total importations into the Commonwealth from all other countries.

COMMERCIAL NOTES FROM NEW SOUTH WALES.

COMMERCIAL AGENT B. MILLIN.

Trade Conditions.

Sydney, August 19, 1920.—The gloomy business outlook of a few months ago has been greatly changed by the bounteous rains that have fallen over practically the whole of the state of New South Wales, and although very serious stock losses have been sustained, the recuperative powers of the country are so wonderful that the future for primary producers is full of hope. It looks as if high oversea prices and continued demand should rule for the state's primary commodities and help recoup the disastrous drought losses incurred.

The majority of importers are still anxious about stocks, which are light and well held locally, and it is generally recognized that imported stocks will remain light for some time, the prospect of possible falling prices causing importers to exercise the greatest caution in the work of replenishment.

Ports of Sydney and Newcastle, New South Wales.

Sydney continues to outgrow its wharfage accommodation, and the Harbour Trust Commissioners, impressed by that fact, have in view a scheme which contemplates the provision of a large amount of additional accommodation in the future. This scheme is to be undertaken in stages and its development take place in accordance with the rate of increase of shipping trading to the port.

In the year 1901 with few exceptions the wharves of Sydney were in private hands, and owing to the steep nature of the foreshores access was in most cases very difficult. All this has been altered and communication is now easy and convenient. In the year before mentioned the wharves were assumed by the Sydney Harbour Trust at a cost of £4,700,000, and since that date an additional £4,000,000 has been spent in new wharves and reconstruction.

The port of Newcastle is to have better provision made for deep sea vessels, which at present are unable to load to their full capacity, owing to lack of sufficient depth of water at the entrance. At present the bar's mean depth is 24 feet at low water, and it is to be deepened to 33 feet. The rise and fall of tides at Newcastle is from 4 to 6 feet, and when the proposed work is completed the port will be able to deal with the largest vessels that come to Australia.

Australian Wheat-producing Prospects.

It is estimated that the total area under wheat in the four principal wheat-producing states of Australia this year is 11,552,000 acres, which approaches nearly the record. Only on one occasion previously has there been a greater area under wheat. That was in 1915-16 with a total of 12,484,512 acres. The acreage under wheat this year in the state of New South Wales is 4,000,000 as compared with 2,410,000 acres last year. Owing to the drought last year the yield was a very poor one, but the prospects for the coming season are considered to be exceedingly favourable and there is every possibility of a most satisfactory yield, the rainfall for the last few months having been ample.

At a recent conference of Government representatives it was decided to establish a compulsory pool for the 1920-21 crop on lines somewhat similar to the existing pool, and the export of the surplus sales and the shipping of the wheat will be controlled by a central board. It was further decided at the conference that each state should undertake to prohibit and take steps to prevent trading in wheat within its boundaries and to legislate accordingly. It was also agreed that the price for local consumption should be calculated from time to time on the average prices ruling overseas, having regard to the quantity involved.

Progress of Papua (New Guinea).

The exports of Papua for the year 1919-20 show an increase of more than 50 per cent over last year, in spite of the fact that the seamen's strike cut off communication with Australia for nearly three months. The figures show a total of £269,000 against £176,000 for the previous year. The increase is entirely due to agricultural development, copra showing an increase of 50 per cent and rubber nearly 20 per cent.

Steady progress is being made in the development of Papua's gold and copper mines, the outlook for which is stated to be excellent.

In accordance with the arrangement made with the British Government for a thorough test of Papua's oil-bearing resources, operations are now in progress with that end in view.

Cost of Food in New South Wales.

Prices of meat were last month 95.9 per cent higher than in July, 1914. Other food and groceries were 96.2 per cent higher, and the prices for the two combined were 96·1 per cent higher. The prices of meat were 8·2 per cent higher than in June. Other food and groceries were 0.7 per cent higher, and the two combined were 2.6 per cent higher.

Imports into Sydney, Year ended June 30, 1920.

Statistics which complete the record for 1919-20 of imports into Sydney have been compiled by the Sydney Harbour Trust. In aggregate tonnage there has been increased business, but contraction in both quantity and value of overseas importations is disclosed.

OVERSEAS.

Year ended.	Tons.	Value.
1920..	969,714	£41,640,129
1919..	1,145,229	41,802,858

INTERSTATE.

Year ended.	Tons.	Value.
1920..	794,258	£21,939,771
1919..	715,720	17,040,236

The figures for the two periods of goods imported from other parts of this state into Sydney were:—

1920 .. .. 1,663,514 tons. 1919 .. .. 1,549,256 tons.

The contraction in inwards business from overseas countries was equal to about 15½ per cent.

Fish Industry at Norfolk Island.

At Norfolk Island, which is a dependency of the State of New South Wales, and is situated in the Pacific 900 miles northeast of Sydney, large quantities of excellent sea fish are available, but as the island is small the service is necessarily a restricted one, the only service available being a monthly call by steamers trading to the South Sea Islands.

To encourage the development of the fish industry the Commonwealth Government has granted an annuity of £1,000 for three years to those engaged in the trade. A further two pence per pound will be allowed on all fish preserved for export.

High Price of Stock in New South Wales.

The breaking of the long drought has made a great difference in the conditions obtaining upon the stock markets of the State. Store stock is now bringing greatly enhanced prices in every country centre and at Sydney, where supplies have fallen off heavily with each successive offering. Only the release of large quantities of cold-stored meat has kept the price of mutton and beef soaring higher than ever. A bullock was recently sold for butchering purposes at £70, its weight being estimated at 1,350 pounds. Heavy sheep for consumption have sold at prices ranging from £5 to £7.

Sydney Wool Sales.

As at present arranged, wool sales by public auction as in pre-war times will commence in Sydney on 1st October. Shearing, however, which usually commences about the 1st July, has been considerably delayed owing to the shearers' demand for higher wages, and consequently the arrival of wool at Sydney has been very much delayed.

In the meantime private sales have been made and a parcel of 300 bales of scoured extra super-combing merino wool was recently sold to American buyers at 5s. 3d. per pound, this price being 45 per cent higher than the rates secured under the British Government's purchase scheme. The sale quoted shows that buyers are able and willing to pay big figures for free wools of attractive quality.

New Industries in New South Wales.

During the war Australia added very materially to her industries, and as far as the State of New South Wales is concerned many important factories have been established.

Within the last year a nail factory has been established at Newcastle (60 miles from Sydney), adjacent to the Broken Hill Proprietary Company's steel works, from which supplies of wire are obtained. Six hundred men are employed and the works are capable of turning out 230 tons per day. At Orange, where a small mill has been established for some time manufacturing woollen goods, an extension of the works is now taking place and the plant will be capable of dealing with 2,000,000 pounds of greasy wool per annum.

Paper Manufacture in New South Wales.

Samples of mountain ash grown in this State having been sent to North America for a trial of its pulping qualities, and having been favourably reported upon, the Government of this State has decided to establish a local pulping plant to try out more extensively on a semi-commercial basis further samples of mountain ash, which it is stated has a more rapid growth than spruce.

NO MORE SUGAR FROM CUBA THIS YEAR?

Trade Commsssoner H. A. Chisholm.

Havana, September 4, 1920.—Whatever may be the extent of the existing stocks of raw and refined sugars in the United States and Canada, it is now a certainty that the world cannot count on any appreciable quantities of Cuban sugars until the sugar mills commence grinding the new zafra towards the beginning of the new year.

The stocks of raw sugar in the island at this time of the year are smaller than they have been for many years. According to a prominent sugar expert, there were 383,888 tons of raw sugar on the island on August 1 of this year, as compared with 1,024,139 tons on the same date of 1919, and 719,703 in 1918. This means that even if Cuba has to sell her remaining supplies, there is a comparatively small quantity to be thrown on the market as compared with former years.

But Cuba has determined that she is not going to sell at present prices. Cuban sugar interests have watched the price of their raw sugars gradually subside in the course of a few weeks from a record high of 23 cents a pound to the present figure of 8 and 9 cents—and that after supplies had been held back for a price of 25 or 30 cents. Many sugar holders were consequently forced to unload at 10 and 12 cents sugar which had been ground when the raw was selling at 18 and 20 cents. This was a very serious matter for those mill owners who bought their cane when raw sugar was near its height, because the *colonas* or plantation owners are paid for their cane according to the ruling prices for raw sugar. Thus the *colono* who brings his cane to the mill when raw sugar is at 20 cents gets twice as much for his cane as the *colono* who has his cane ground when the market price stands at 10 cents. The "Asociacion de Macendados y Colonos" (Association of Sugarmill Owners and Cane Growers) have therefore adopted the policy that at the present level no Cuban sugars shall be sold; that they shall simply keep out of the market until such time as prices stiffen. The result is that at the time of writing there are buyers in the market for Cubas but no sellers. For several days there has been an absolute deadlock, but at the moment buyers are offering slightly higher prices.

The fight is an interesting one, with the buyers showing signs of weakening. The Cuban owners and growers will likely have no financial difficulty in holding 300,000 tons requiring probably less than $50,000,000 credit. They have already received this year hundreds of millions of dollars from the sale of 3,000,000 tons, and are therefore in a position to keep their small remaining surplus off the market. Of course, other world influences may upset all calculations.

The following figures show the distribution of sugar exported from Cuba for the first seven months of the years 1918, 1919, and 1920. It will be noted that Cuba's exports of sugar to Canada in 1920 increased tenfold over 1919.

The writer is informed that Canadian interests are in the market for several thousand tons of Cuban sugars for immediate delivery, but that they are finding no offerings.

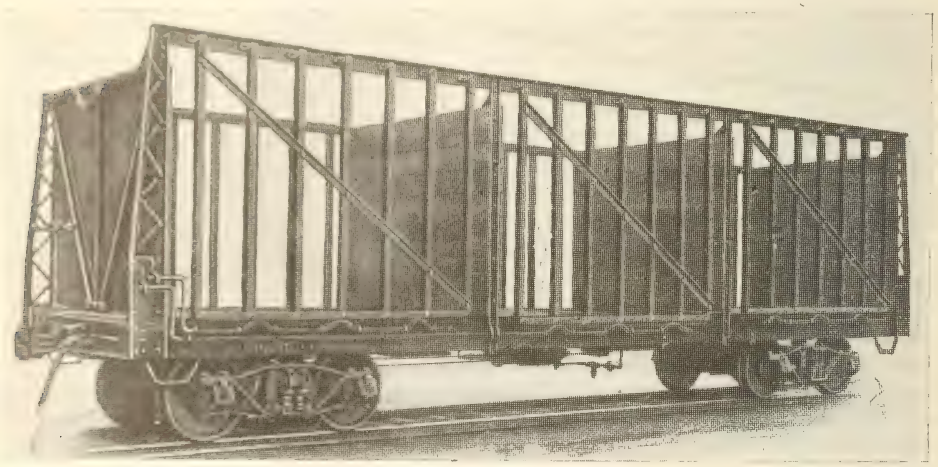
Distribution of sugar exported from Cuba to July 31:—

	1918. Tons.	1919. Tons.	1920. Tons.
United States	1,642,770	1,945,580	2,181,071
Canada	7,028	15,365	152,452
Europe	646,553	496,204	652,995
Mexico	15,020	.....	2,470
Total	2,310,361	2,457,149	2,988,988

CUBAN PURCHASERS OF RAILROAD ROLLING STOCK.

Trade Commissioner H. A. Chisholm.

Havana, September 8, 1920.—There are three classes of purchasers of rolling stock in Cuba. First, there are the steam railroads for the public service which were all built and are controlled by private capital. The two leading railroads operating in Cuba are the United Railways of Havana, serving the western end of the island, and the Cuba Railroad Company, serving the eastern end of the island. Both these railroads were built by British capital, the latter being the original Van Horne railway, but now controlled by New York interests. The United Railways of Havana, which includes several subsidiary roads, is still controlled from London and the majority of its senior officers are British. During the war many of its



Types of Cane Cars used in Cuba.

officers were American, but during recent months several British engineers and railway officials have arrived to take over various departments. Mr. Morson, general manager for many years, has been superseded by Brigadier-General Jack, formerly director of British railways in France.

The Havana United is buying large quantities of rolling stock of which it is badly in need, and all of which has come from the United States. General Jack, however, is very keen to give British manufacturers every opportunity to submit quotations on all his requirements.

There are several smaller railroads in Cuba, constructed to serve isolated portions of the island. Most of these are standard 4·8½ G., however.

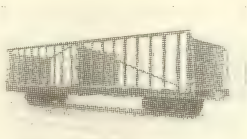
Second, there are the electric tram lines built for passenger traffic in the leading cities of Cuba. Most of these are naturally comparatively small corporations, as Havana is the only city in Cuba with a population of over 100,000. The United Railways of Havana control all the Havana electric properties except the Havana Electric Railway, Light, and Power Company.

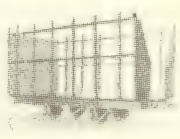
In the third place, quite a considerable railway mileage is owned by ingenios or individual sugar-mill corporations. Throughout the island the sugar-mill owners have laid their own tracks within the area from which their cane is derived. Such tracks are built primarily for conveying the cane from the colonias or cane plantations to the mills to be ground. In some parts of the island not well served by the railway companies the mills have built small gauge (3-foot) roads. For the most part, how-

ever, the cane roads are standard gauge and laid to connect up with the railways, so that rolling stock may move freely over all lines. All the narrow gauge cane roads buy their own rolling stock. Many of the standard gauge cane roads have been using railway rolling stock. Recently the tendency has been for the larger sugar mills to buy their own cane cars and locomotives. The reasons for this have been the difficulty of procuring sufficient cars from the railroads for moving the cane to the mills, and the desire of the mill-owners to be independent of the railroads.

There are at present 193 operating sugar mills in Cuba, with some sixteen or twenty more in course of construction. These mills vary in capacity from 4,000 bags (a bag contains 320 pounds) annually to 700,000, the total production of the island being in the neighbourhood of 30,000,000 bags for the last season. It is estimated that at least half of the Cuban sugar mills buy their own rolling stock. The track







mileage owned by a single mill runs from 60 kilometres to over 300 kilometres. A prominent engineer recently estimated that one hundred sugar mills in Cuba each operate an average of 150 cane cars and six locomotives and laid or used annually fifteen kilometres of track. This estimate would mean that Cuban sugar mills themselves own and operate a minimum of 15,000 cane cars and 600 locomotives.

The building of cane cars alone for Cuba would offer a splendid market for the car manufacturer. The attached illustrations show the types of cane car generally supplied the Cuban sugar mill by the American manufacturer.

CUBAN TARIFF FAVOURS AMERICAN CARS.

The American car manufacturer, however, considers that he need never fear competition in the Cuban market. The Cuban customs tariff has placed a heavy general ad valorem rate on railroad rolling stock of all kinds, amounting to 31·25 per cent. The American manufacturer, then, gets a reduction from this rate of 20 per cent. This means that a Canadian car would pay 31·25 per cent duty as against only 25 per cent charged the American car. The result has been that for many years American rolling stock has had practically a monopoly of the Cuban market, although previous to the war Cuba imported some ten per cent of her rolling stock from the United Kingdom and Germany.

The following is a list of Cuban railways with particulars, where available, of their mileage, rolling stock, management, etc.:—

PUBLIC SERVICE RAILROAD CORPORATIONS.

United Railways of Havana, Limited (681 miles), 4·8½ G., 248 locomotives, 6,740 cars; Western Railway of Havana (147 miles), 4·8½ G., 30 locomotives, 760 cars; Cuban Central Railways, Ltd. (340 miles), 4·8½ G., 22 miles 3 G., 98 locomotives, 3,725 cars. All under management of Brig.-Gen. Jack, Central Station, Havana, Cuba. C. J. Cater Scott, chairman of board, London, England; H. Bellefeuille, purchasing agent, 42 Broadway, New York city.

Havana Central Railroad Company (68 miles), 4·8½ G., 15 locomotives, 324 cars. Walter E. Ogilvie, president, 42 Broadway, New York City; H. Bellefeuille, purchasing agent, 42 Broadway, New York.

Cuba Northern Railways Company (177 miles), 4·8½ G., 43 locomotives, 1,075 cars. Colonel J. M. Tarafa, president, Havana; H. B. Snider, general manager, Ciego de Avila, Cuba.

The Cuba Railroad Company (738 miles), 4·8½ G., 150 locomotives, 5,257 cars. H. C. Larkin, president, 52 William St., New York; W. F. Lynch, purchasing agent, 52 William street, New York; C. R. Hudson, general manager, Camaguey, Cuba.

Gibara and Holguin Railroad Company (51 miles), 3 G., 6 locomotives, 37 cars. Juan A. Angulo, general manager, Gibara, Cuba.

Guantánamo Railroad Company (78 miles), 4·8½ G., 8 locomotives, 372 cars. W. H. Ramsay, general manager, Guantánamo; Ernesto Mendez, purchasing agent.

Guantánamo Railroad (108) miles), 4·8½ G., 15 locomotives, 568 cars. M. H. Lewis, president, 44 Whitehall St., New York; C. F. Myers, general manager, Guantánamo.

ELECTRIC TRAM LINES.

Havana Electric Railway, Light and Power Company, Insular Railway Company, Monte No. 1, Havana. United Railways of Havana, Central Station, Havana, Cuba, comprising Havana Terminal Railroad, Havana Central Railroad, Marianao Railway, Western Railway of Havana (partly electrified). Hershey Railroad, Manzana de Gomez, Havana. Cienfuegos-Palmira Light and Power Co., Cienfuegos, Cuba. Camaguey Electric Railroad, Camaguey, Cuba. Matanzas Electric Railroad, Matanzas, Cuba. Cardenas Electric Railroad, Cardenas, Cuba. Guantanamo Electric Railway Company, Guantánamo, Cuba.

LIST OF CUBAN SUGAR MILLS.

The Department has on file a list of Cuban sugar mills, a copy of which any interested person may have on application, quoting File No. 17250.

CANADIAN QUOTATIONS FOR THE BRAZIL MARKET.

A number of letters have been received from the Canadian Trade Commissioners in Australia, New Zealand, South Africa, Newfoundland and the British West Indies, urging Canadian manufacturers to make quotations in Canadian dollars rather than in New York funds. It is urged that there is a strong sentiment at the present time in favour of buying from countries within the British Empire and anything that conveys the impression that Canada is subsidiary to the United States is injurious to Canadian trade.

On the other hand, Mr. G. B. Johnson, Canadian Government Trade Commissioner in Brazil, advocates quotations in New York funds in connection with Brazilian trade. Mr. Johnson's statement follows:

If Brazil were part of the British Empire I would agree with Mr. D. H. Ross, Canadian Trade Commissioner in Australia, that quotations should be made in Canadian dollars, but the objections to quotations in New York funds do not appear to apply in the case of Brazil and other non-British countries.

From some of the letters received from Canadian manufacturers and exporters inquiring about rates of exchange between Canada and Brazil, and how the exchange affects Canadian exporters, it is apparent that numbers of export managers are not conversant with the subject of foreign exchange as it affects their own possible trade with this country, and it is necessary for their benefit to publish once more information which may help to make the matter clear.

Some exporters appear to have the impression that in quoting, for example, $1,000 for certain goods, owing to fluctuations of exchange between Canada and Brazil they will receive not $1,000, but some amount under or over that figure. Such is not the case. A sight draft for $1,000 Canadian currency, drawn on the importer here, will

yield $1,000 at the exporter's bank in Canada, less perhaps the collecting bank's commission, whatever fluctuations may occur in the exchange rates between the two countries. The exchange rate affects the importer alone, who meets the draft by paying to his local bank the equivalent amount in local currency at the bank's selling rate for bills on New York, less the discount on Canadian funds in New York. All risk is borne by the importer, and even in his case, by previous arrangement with his bank, this risk is also eliminated by forward exchange contracts.

There is not as yet sufficient market demand for bills of exchange on Montreal, or vice versa, for bills on Rio de Janeiro, to provide direct exchange quotations between Brazil and Canada. Heretofore trade between the two countries has been small, and all such trade and its financing has passed through New York. To arrive, therefore, at the amount of local currency necessary to meet a Canadian dollar draft, it is necessary for the banker to deduct the prevailing discount on Canadian funds in New York. That is, if a sight draft for $100 on New York be sold for Rs. 400$000 (400 milreis) and the discount on Canadian funds in New York is 10 per cent, the banker will sell a sight draft in Canadian funds for Rs. 360$000. As will be seen, from this standpoint the thing to be considered is the exchange rate between Canada and the United States. The extent that Canadian funds are at a discount in the United States measures the advantage that Canadian exporters enjoy in this market in competition with United States exporters. At the present moment that advantage is about 10 per cent and has been as high recently as 17 per cent or more. Information regarding this rate is of course available at any bank in Canada from day to day. This margin of 10 per cent or more may be large enough to allow the Canadian to undersell his American competitor in Brazil; or to exactly meet or approach his price (to the buyer here) and so pay or help to pay for possible higher cost of production in Canada. Furthermore it enables the Canadian company who can manufacture as well and cheaply as the American, not only to undersell the latter but secure a greater profit as well.

A concrete example may make the matter more clear. The rate of exchange on New York to-day for the sight drafts is 3$870 per dollar (3 milreis and 870 reis per dollar, or 387$000 to $100), and the Canadian rate on New York is about $1.10 to the dollar, a premium on American funds in Canada of 10 per cent. An importer here will meet to-day a Canadian sight draft of $1,000 by paying to his bank the amount of local currency to produce $1,000 in Canada—that is, 3:870$ (3 contos 870 milreis) less say 10 per cent corresponding to the premium on United States funds in Canada, or 387$, making 3:483$. The same importer to meet an American sight draft for $1,000 would have to pay 3:870$. The difference then of 387$ in favour of the Canadian quotation, the equivalent of $100 or 10 per cent, is a substantial one, and would always induce a buyer here to place his order in Canada for goods of the same quality, delivery, etc.

If the quotation by the Canadian company is in Canadian money, as above, this should be clearly stated, particularly where quotations are made to a number of importers and not through an agent. The majority of importers here would not be aware that the quotation from Canada, if in dollars, would not really be American dollars, and therefore the quotation would appear to the importer to be higher than would actually be the case. In other words, to an importer knowing nothing of the present relation between the United States and Canadian dollar, and the average business man in Brazil knows as little of this as the Canadian is likely to know of the exchange rate between Brazil and the Argentine, the above quotation of $1,000 Canadian would very likely be considered $1,000 American, and therefore 3:870$ instead of only 3:483$.

If the exporter prefers to quote in American money for any reason, such as avoiding any chance of the importer regarding the quotation as too high (in comparison with United States quotations), he can do so, stipulating, of course, on the face of the draft that the currency is that of the United States. By this system

naturally the exporter takes the burden of the risk of fluctuation in the rate between Canada and the United States, for should he base a close selling price in American dollars on the premium this currency bears in Canada on the date of *quotation* he would, in the event of a fall in the rate by the date of *shipment*, naturally receive less Canadian money than he anticipated. Of course, where a reasonably wide margin is allowed for this would not be a serious factor. If he is selling to one or two big firms or through agents, of course such people would probably be familiar with the Canadian exchange situation, and Canadian dollar quotations would be readily converted by them into American and finally into Brazilian currency. In any event it is a certainty that if trade develops as is anticipated the import market will soon become familiar with Canadian funds, and as soon as there is sufficient movement they will be quoted generally, as is the case with the money of the countries trading actively with Brazil even in a small way. If it is desired to quote in American currency for any reason, then, with a premium of 10 per cent in Canada for New York funds, a quotation of $909.09 United States would represent to the Brazilian importer, at a rate of 3$870 to the dollar 3:518$178 (3 contos 518 mil and 178 reis), and would yield to the Canadian exporter in Canada $1,000 Canadian funds.

[Note.—While the exchange figures given in Mr. Johnston's statement were correct at the time the report was written, it should be noted that the rate for sight drafts on September 16 was 5$440 to the dollar, while the Canadian rate on New York remained at approximately the same figure as he quoted or slightly higher, say 11 per cent. The change in rates does not affect the principle of the article.]

TRADING WITH GREECE.

Trade Commissioner W. McL. Clarke.

X.

PRINCIPAL BANKS IN GREECE.

The National Bank of Greece is the leading banking institution of the kingdom, and in addition to carrying on a general banking business, it acts as the Government bank. Organized in 1841 with a capital of 5,000,000 dr. (which has since been increased nominally to 20,000,000 dr. by the successive issue of shares above par, so that the actually paid up capital is some 34,000,000 dr., the surplus being assigned a reserve fund)—it is also the most important issue bank, and after 1920 will be the sole bank in Greece with this privilege. This bank has forty-six branches throughout Old and New Greece.

During 1918 it assisted the Government in disbursing 305,555,399 dr. to various purveyors of foodstuffs and other supplies, loaned the Government an additional 53,000,000 dr. in 1917 for the purchase of different materials, made available a credit of 40,000,000 dr. for domestic industry, provided credits to be used in connection with the sheltering and feeding of refugees from Thrace and Asia Minor, and gave out 15,000,000 dr. to Ionian, Athenian and Anatolian banks for purchases of material on account of the Government. It is also backing up the short term treasury notes and has under its supervision the 750,000,000 dr. loan of the Allied Governments to Greece.

The ordinary deposits of the National Bank increased in 1918 by 22,000,000 dr.

The Bank of Athens was founded in 1893 with a capital of 10,000,000 dr. French financiers are especially interested in this bank, and during the war the business of the institution continually improved, special departments being devoted to shipping and insurance. It has branches in all the principal towns of Greece, in Cairo, Alexandria, Smyrna, Constantinople, Zante and Marseilles.

The present paid up capital amounts to £1,920,000.

The Commercial Bank of Greece, founded in 1907, has an authorized capital of 10,000,000 dr. of which 7,000,000 dr. are fully paid up. It carries on a general banking business and has branches in Chios and Syra as well as throughout Old Greece.

The Popular Bank (Laiki) was established in 1905 with the object of assisting the poorer classes by the handling of small deposits. During the war, however, it began competing with the other banks in all kinds of business and has had a very successful record. Its nominal capital is 6,000,000 dr., of which 1,500,000 dr. have been issued and paid up.

The Bank of Piraeus was founded during the war in 1916 with a nominal capital of 10,000,000 dr. Its principal business is connected with trade, industry, shipping and insurance.

The General Bank of Greece, paid-up capital 2,500,000 dr., was created in May, 1918, with the object in view of developing the natural resources of the country by the organizing of companies interested in agriculture, mines, and industry. This bank does not handle deposits.

The Bank of National Economy, with a paid-up capital of 10,000,000 dr., was established in 1918 for the carrying on of banking business in general and for the promoting of commercial, industrial and shipping projects. Well-known Greek shipowners are behind the enterprise, one of whom was Minister of Supplies in a recent Greek cabinet.

BRITISH BANK IN GREECE.

The Ionian Bank is an Anglo-Greek banking institution and is naturally particularly interested in the development of trade between the British Empire, Greece and the Levant. This bank was founded in 1839 as a bank of issue in the Ionian Islands, then under British sovereignty, but in 1864, when these islands were transferred to Greece, it commenced operations in Greece proper. On the cession referred to the Greek Government recognized its privilege of issue and the Ionian Bank was also given certain rights and privileges enjoyed only by the National Bank.

Its original capital was £100,000 in £25 shares fully paid up. By subsequent increases, however, the capital has been raised to £600,000 nominally, of which £485,000 have been issued and paid up.

The Ionian Bank, with head office in London, has branches in Athens, Piraeus, Patras, Corfu, Zante, Cephalonia, Nauplia, Tripolitza, Salonica, Syra, Mitylene, Chios and Candia. It also has branches in Lower and Upper Egypt, the first there being organized in 1907.

The importance of this bank for Canadian trade in Greece and parts of the Levant is quite evident, and our exporters will find that the Ionian Bank will be only too ready to facilitate any banking transactions connected with Greco-Canadian trade.

OTHER BANKS.

Besides the foregoing banks there may be mentioned the branches at Salonica of two Constantinople banks, viz., the Imperial Ottoman Bank and the Bank of Salonica. The latter is a Jewish bank with connections at Constantinople and Vienna and does considerable business. The Imperial Ottoman Bank catered particularly to the Moslem population at Salonica.

The Bank of Crete, founded in 1899 as a bank of issue and deposits and which carries on regular banking business in the island, and the Orient Bank, originally established in 1904 by the National Bank and the National Bank fur Deutschland, although now it is under Greek and French control, completes the list of the most important banks in Greece.

GREEK WATER POWERS.

The paragraphs which follow are taken from a report dated July, 1918, of an Inspector of Industry to the Minister of National Economy:—

"According to the last industrial census the hydraulic power employed by different industries amounted to 6,272 horse power, of which 1,662 were utilized by flour mills, 902 by oil mills, 1,095 by chemical factories, 3,288 by spinning and weaving mills, 10 for tanneries, and 15 by saw mills. This is one-tenth of the power available in Greece; in fact, according to official information, it is estimated that the hydraulic power which can be utilized amounts to a total of 66,000 horse power."

The following table shows the sources of water power in Greece:—

	H.P.
1. The Lake of Ostrove and the Voda River, three falls, Vladovo Vodena, and the Valley of Divies	34,000
2. The Vardar River	40,000
3. The Vistritsa River	3,000
4. The Naoussa Falls	4,000
5. The Verria Falls	2,000
6. The Gorogopotamos River	2,000
7. The Pinios River	3,500
8. The Struma River (probably)	3,500
9. Various rivers and falls in different parts of the Kingdom which will be utilized by small undertakings	10,000

"The larger falls and rivers will be exploited by the state or by companies granted the concession.

"The utilization of our hydraulic power will be principally applied for the production of high-tension current to be used by chemical manure factories (cyanamide of calcium) and other products of the surrounding district, as also for the lighting of several towns. It naturally follows that the utilization of this power will necessitate a large importation of dynamos, transformers, power cables, and all kinds of electrical material."

Greek Trade Statistics.

CURRENCY, WEIGHTS AND MEASURES.

1 drachmai at par exchange=19·3 Canadian cents.
1 oke=2·8 lbs.
2,131·4 Venetian lbs.=1 ton.
1 statir=44 okes.
2·75 okes=1 gallon (liquid measure).
1 pic=27 inches (in Ionian Islands known as "braccio").
1 stremma=0·2471 acre (roughly, a quarter of an acre).

With regard to the trade statistics given in the following parts of this report it is to be noted that they sometimes fail to describe accurately the trend of Greek trade. A great many products are placed in the official trade returns as originating in e. g. Belgium, Austria and Holland, whereas these may be and not infrequently are of some other source of supply, but are described as coming from the foregoing countries as the port of transhipment has been Antwerp, Trieste and Rotterdam. The same may be said of a number of other articles imported from Far Eastern and South American ports and which, owing to the lack of direct steamship communications with Greece, are generally forwarded via Havre, Marseilles, Liverpool, Genoa and Alexandria. In such cases these imports are classified in the Greek returns as arriving from France, England, Italy and Egypt.

SUMMARY OF GREECE'S IMPORT AND EXPORT TRADE.

Greece's principal imports may be summarized as follows: Cereals, codfish, sugar, lumber, coal, petroleum, iron and steel products, caustic soda, sulphate of copper, paper, cotton and woollen textiles.

Her principal exports consist of currants, sultanas, figs, tobacco, wines, olive oil, emery, hematite, iron containing manganese, zinc ore products, skins, sponges, valonea.

GREECE'S 1908-1917 TRADE.

The statistics subjoined illustrate the value in drachmas of Greece's imports and exports for the years 1908-1917, the last year for which complete trade returns are available. (00,000's are omitted):—

Year.	Importation. Dr.	Exportation. Dr.	Total Trade. Dr.	Commercial Deficit. Dr.
1908	154.6	110.7	265.3	43.9
1909	137.5	101.6	239.2	35.8
1910	160 5	144.5	305.1	15.9
1911	173.5	140.9	314.4	32.6
1912	157.6	146.1	303.8	11.4
1913	177.9	119.0	296.9	58.9
1914	318.8	178.5	497.4	140.2
1915	289.3	218.3	507.7	71.0
1916	399.4	154.8	554.2	234.5
1917	204.3	109.8	314.1	94.5

AVERAGE FOR QUINQUENNIADS 1903-8, 1908-12, 1913-17.

The figures which follow show the average import, export, total trade and unfavourable trade balance for the three quinquennads 1903-08, 1908-12, 1913-17, respectively.

Quinquieniad.	Average annual Import. Dr.	Average annual Export. Dr.	Average annual Total Trade. Dr.	Average annual Deficit. Dr.
1903-1908	144,000,000	103,000,000	247,000,000	41,000,000
1908-1912	156,777,000	128,407,000	285,184,000	28,370,000
1913-1917	297,992,000	156,113,000	454,105,000	141,879,713

The heavy increase in importations for the quinquenniad 1913-17 is due to the abnormal demands caused by the two Balkan wars and the Great War. The new provinces had to be furnished with supplies, provision had to be made for the thousands of refugees who fled to Greece to escape the persecution of the Turks and Bulgarians, and the requirements of the Allied armies in Macedonia had to be met. Another appreciable reason for the increase in imports especially in 1918 and 1919 were the large orders placed in Spain and the United States prior to the Armistice by Greek merchants who, given the general lack of stocks in the country, brought in large quantities of goods to be disposed of not alone in Greece but also in Levant countries. The actual value of such stocks deposited at the Piraeus for transit trade amounted, according to the president of the Commercial Club at Athens, at the 1st of June, 1919, to between 500,000,000 and 600,000,000 dr.

IMPORTS FOR THE YEAR 1914.

The following statistics show the value of the imports into Old and New Greece for the year 1914:—

Categories.	Old Greece. Dr.	New Greece. Dr.	Total. Dr.
Animal products	3,956,419	5,750,070	9,706,489
Live stock	2,178,341	5,064,688	7,243,029
Fish and fish products	8,865,092	2,396,023	11,261,115
Agricultural products	47,336,002	32,381,237	79,717,239
Oils and oil substances	1,192,438	1,898,787	3,091,225
Forest products	14,373,208	6,851,108	21,224,316
Tanning materials and dyes	573,725	269,416	843,141
Minerals and metals (crude)	34,718,736	9,205,093	43,923,829
Chemical products	8,117,873	7,393,332	15,511,205
Leather and manufactures of	2,531,898	6,620,970	9,152,868
Furniture and other wooden articles	128,849	732,313	861,162
Sugar and sugar products	9,482,526	6,113,805	15,596,331
Wines and liquors	132,776	1,158,480	1,291,256
Yarns and textiles	25,249,342	32,715,843	57,965,185
Esparto and hat-making material	1,428,733	2,867,101	4,295,834
Glassware and pottery	2,389,687	2,823,894	5,213,581
Minerals and metals manufactured	7,220,058	5,618,605	12,838,663
Scientific apparatus	1,137,202	3,372,948	4,510,150
Paper	3,495,086	4,810,573	8,305,659
All other products	4,120,575	2,173,620	6,294,195
Totals	178,628,566	140,217,906	318,846,472

IMPORTS INTO GREECE FOR YEARS 1914, 1916 AND 1917.

Categories.	1914. Dollars.	1916. Dollars.	1917. Dollars.
Animals products	1,941,297	1,293,536	788,795
Live stock	1,448,605	174,765	131,311
Fish and fish products	2,252,223	1,941,251	962,672
Agricultural products	15,943,447	37,786,221	19,225,306
Oils and oil substances	618,245	486,814	227,855
Forest products	4,244,863	1,500,425	297,372
Tanning materials and dyes	168,628	115,560	59,536
Minerals and metals (crude)	8,784,765	7,321,183	774,414
Chemical products	3,102,241	5,301,791	2,432,428
Leather and manufactures of	1,830,573	1,310,867	976,019
Furniture and other wooden articles	172,232	42,310	79,045
Sugar and sugar products	3,119,266	6,482,426	3,989,440
Wines and liquors	258,251	309,109	446,480
Yarns and textiles	11,593,037	6,707,620	4,923,199
Esparto and hat-making material	859,166	561,527	351,305
Glassware and pottery	1,042,716	395,596	114,623
Minerals and metals manufactured	2,567,732	1,473,439	454,020
Scientific apparatus	902,030	452,929	328,219
Paper	1,661,131	2,548,200	1,404,185
All other products	1,258,839	886,127	1,474,465
Totals	63,769,294	77,091,696	39,440,692

CZECHO-SLOVAK PAPER PRODUCTION.

It is estimated that approximately 44·4 per cent of the paper produced in the former Austro-Hungarian Empire in 1913 was manufactured in the present territory of Czecho-Slovakia. According to the data of the Czecho-Slovak Ministry of Commerce and Industry, quoted in the *United States Commerce Reports*, there are 234 Czecho-Slovak concerns making paper and paper products; 85 mills make special grades of paper, 54 make cardboard, and 76 make pulp (9 manufactured chemical pulp). Before the war all these concerns employed about 17,000 workmen; at present almost 26,000 are employed.

TRADING WITH ROUMANIA.

Trade Commissioner L. D. Wilgress.

XII.

BANKS.

Roumania is remarkably well supplied with banking facilities. There are about ten large banks with branches in all leading centres and a number of smaller banks while in the district centres there are many local banks, some of which are controlled by the large banks of Bucharest. The banks of Roumania have taken a leading part in the development of the country and their activities embrace the promotion of commercial and industrial enterprises besides a strictly banking business. The prosperity of these institutions is testified by the imposing edifices which have been erected in Bucharest for the housing of banking premises.

The banking system of Roumania is centralized as in most other European countries. The National Bank of Roumania is the Government bank with the sole right of issue and is the central bank of re-discount. After the National Bank come the large private banks of Bucharest. These banks were mostly created by foreign capital, principally German and Austrian, but at the present time the larger interest in most of these institutions is held by Roumanians. The following are the eight leading Roumanian banks with the approximate total of capital and reserves in 1914:—

Name of Bank.	Total capital and reserves in 1914.
Bank of Marmorosch-Blank & Co., Ltd.	$6,500,000
Banque de Credit Roumain	6,000,000
Banque Agricole	5,740,000
Banque Romaneasca	5,728,000
Banque Generale Roumaine	3,880,000
Banque Commerciale Roumaine	2,600,000
Banque d'Escompte	2,479,000
The Bank of Roumania, Ltd.	2,389,000

Since the war the capital in lei of all of the above banks has been greatly increased. Thus on December 31, 1919, the capital and reserves of Marmorosch-Blank & Company stood at 147,425,000 lei as compared with 32,500,000 lei in 1914. Of the provincial banks, the most important is the Commercial Bank of Craiova, which had a capital in 1914 of approximately 1,566,300 and at the present time of 50,000,000 lei. Besides the banks mentioned there are a great number of small banks with capital ranging before the war from $50,000 to $600,000. There are also local banks throughout the country in many cases affiliated with one of the large banks.

Marmorosch-Blank & Company is one of the most enterprising financial institutions in eastern Europe. It is closely associated with the Banque de Paris and des Pays Bas of Paris and has recently opened a branch of its own in Paris and arrangements are under way for the opening of a branch in New York. Branches are maintained in all the principal centres of Roumania. Marmorosch-Blank & Company are interested in a number of the most important industrial and commercial enterprises in Roumania. The majority of the stock in this bank is now held in Roumania and most of the directors are Roumanians. The bank has a well organized credit department at which information may be obtained about any firm or business undertaking in Roumania.

The Bank of Roumania, Ltd., was founded in 1865 by the Imperial Ottoman Bank of London and Paris. The bank has an Englishman for joint manager and finances British oil companies and commercial enterprises for trade with Roumania.

The Banque Generale Roumaine, the Banque de Credit Roumain, and the Banque Commerciale Roumaine comprise the group of Roumanian banks in which German

and Austrian capital was principally interested before the war. The first-named institution financed most of the German oil companies and was also interested in timber enterprises. The majority of the stock in these banks is now held in Roumania.

The Banque Agricole, Banque d'Escompte, Banque Romaneasca, and the Commercial Bank of Craiova have been purely Roumanian institutions from their inception.

The Roumanian banks have returned large dividends to their shareholders as a result of their operations. The average rate of dividend before the war was about



The National Bank of Roumania.

10 per cent. During the year 1915 Marmorosch-Blank & Company realized a profit of 5,200,000 lei on a capital of 20,000,000 and the Banque de Credit Roumain on the same amount of capital a profit of 4,592,766 lei.

A great many new banks have been formed in Roumania since the war. Among these the most important are the Bank of the Nation, capital 60,000,000 lei; Banca Cerealistilor (Grain dealers' bank) capital 50,000,000 lei; Creditul Extern (Foreign Credit Bank) capital 50,000,000; Banca Taranesca (Peasants' Bank) capital 50,000,000 lei; Commercial Bank of the Orient, capital 20,000,000 lei. The title of the Banque Generale Roumaine has been changed to the Banca Generala a Tarei Romanesti and it is now a purely Roumanian institution having been reorganized with a capital of 50,000,000 lei.

Most of the large Roumanian banks have made arrangements for the establishment of branches in the principal centres of the new provinces of Roumania, while on the other hand branches of Russian or Austro-Hungarian institutions in these centres are in process of liquidation.

RAILWAY FACILITIES.

The railway system of Old Roumania is not developed to the same extent as that of the industrial countries of western Europe. The total mileage of the railways of the Old Kingdom is 2,298, or 43 miles to every 1,000 square miles of territory. On the other hand this represents a considerable progress during the last half century, since in 1869 there were only 115 miles of railway in Roumania.

The new territories of Roumania, which formerly comprised part of the Austro-Hungarian Empire, are better supplied with railways than the Old Kingdom. The provinces of Transylvania, Banat, Crishiana and Maramuresh have a network of 3,936 miles for the most part formerly operated by the Hungarian State Railways The railways in the former Austrian territory of Bucovina have a total length of 367 miles. Bessarabia suffers from a lack of adequate railway facilities, the former Russian system in this province being only 533 miles in length.

The greater part of the Roumanian railways are government-owned and operated, private companies being only permitted to operate lines of secondary and not general interest. The administration is now taking measures for consolidating the railway systems of the old and new territories of Roumania.

PRINCIPAL RAILWAY LINES.

New lines will have to be constructed in order to properly consolidate the railway system of Greater Roumania. Better connection must be afforded between Bucharest and the various parts of the country, since this city is now the commercial centre for a territory double that which it served before the war. At the present time four railway lines cross the Carpathians to connect the railways of the Old Kingdom with the former Hungarian system. The most important of these is that through the Prahova valley and the Predael Pas from Bucharest to the Transylvanian town of Brashov. Farther west a line of railway utilizes the Tour Rouge pass of the Olt river and connects the town of Sibiu in Transylvania with the plains of Wallachia. Another important railway line follows the left bank of the Danube through the Iron Gates and thence turns north to reach Temisoara, the chief town of the Banat, by way of the Mehadia and the Temes valleys. This was formerly one of the main trunk lines to Bucharest from western Europe. The fourth line crossing the Carpathians is that through Ocna in central Moldavia to the town of Sereda Cucului in Transylvania.

Bucharest is connected with Czernowitz, chief town of Bucovina, by a trunk line, which follows the valley of the Sireth river through Moldavia. At Pashcani a line branches off from this trunk line and passing through Jassy connects with the railway system of Bessarabia. Jassy is also connected with Galatz by a line through Barlad. Another important trunk line is that which runs from Bucharest almost in a straight line across the Baragan plain and, passing over the Danube river at Cernavoda by a series of bridges twelve and a half miles long, crosses the Dobrudia to the port of Constantza. Over this line and over the lines to the ports of Galatz and Braila from Bucharest and Moldavia passes the bulk of the foreign commerce of Roumania.

The only stretch of double track line in Old Roumania is the small section between Bucharest and Buzau through Ploeshti, together with the 15 miles between Ploeshti and Campina, the centre of the oil industry. The requirements of the traffic render necessary the double tracking of other trunk lines. Bucharest is at present connected with western Wallachia by the line which follows two sides of a triangle

with the important railway centre Piteshti at the apex. The construction of a more direct line to Craiova and the Iron Gates is therefore being urged. Other proposals for new railway lines include a line across the Carpathians by the Jiul River pass, sixty miles east of the Iron Gates, and a line which will connect Kishinev, the chief centre of Bessarabia, more directly with Galatz and Braila. More branch feeders are also required in the agricultural sections of the Old Kingdom and Bessarabia. The above additional facilities would provide Roumania with a consolidated railway system serving the needs of internal commerce and affording the products of the country an outlet to export markets by way of the Danube and Black Sea ports.

RIVER NAVIGATION.

The rivers of Roumania provide an important means of communication between different parts of the country. The Danube is the main artery of Roumanian commerce. Shallow draft steamers proceed from the Black Sea up the Danube as far as the town of Turnu Severin, a distance of about 560 miles. Here the Iron Gates present certain obstacles to navigation, especially during low water, but a channel was rendered available for boats of shallow draft by the blasting away of the rocks on the Serbian side in 1896. On the other side of the Iron Gates is the town of Orsova, which prior to the war was the terminal port for the Hungarian river services from Budapest and Belgrade. Since the Crimean war the Danube has been internationalized and navigation is regulated by an International Danubian Commission, composed of representatives of the countries most interested.

There are three large Roumanian companies operating fleets of river steamers and barges on the Danube. The largest is that belonging to the Navigation Fluviale Roumaine, which is comprised of 12 passenger steamers, 91 barges with a carrying capacity of 62,000 tons of grain, 18 tugs, and 11 tank barges with a capacity of 18,000 tons of oil. The Societe Roumaine du Danube has a fleet of 67 barges of a total carrying capacity of 80,000 tons and 7 tugs, as well as four grain elevators. The third company is known by the name of the "Societatea Dunârea," and they have 30 grain barges with a capacity of 30,000 tons, 9 tugs and 6 grain elevators. It is thus seen that the total carrying capacity of the barges on the Danube belonging to Roumanian companies is about 190,000 tons, for the transportation of which there are 34 tugs available.

The river Dniester, forming the boundary between Roumania and Russia (the Ukraine) is navigable for small steamers from the town of Hotin, near the boundary with Bucovina, to the sea, or a distance of over 300 miles. The Russians maintained a considerable river fleet on the Dniester for the purpose of serving the traffic between different parts of Bessarabia and the port of Odessa. The Pruth between Bessarabia and Moldavia is another navigable river, which was utilized to a fairly considerable extent before the war, chiefly in connection with the grain traffic. Many of the steamers and barges formerly on the Dniester have now been transferred to the Pruth.

STEAMSHIP LINES TO THE DANUBE.

Before the war there were regular and frequent sailings of steamers from Western European ports to Roumania, in addition to many tramp steamers which called at either Braila, Galatz, Sulina or Constantza to load grain. About 1,000 steamers of an average tonnage of from 4,000 to 5,000 tons traded to Roumanian ports every year. Galatz is the most important Roumanian port for the import trade, while Braila is the largest grain shipping port. A large amount of Moldavian grain is, however, shipped through Galatz. Sulina, situated at the mouth of the Danube, has the status of a free port, goods being imported free of duty but paying duty when sent inland. Owing to low water the grain steamers cannot ascend to Braila or Galatz during the latter

part of the season, so that the grain is transported by barges to Sulina, where the loading takes place. During the winter, when the Danube is frozen over, Constantza becomes the principal Roumanian port both for the import and export trade.

Two British companies, the Johnston Line and the Westcott and Laurence Line, maintained services from Liverpool, London and Antwerp. The steamers of the French Fraissinet Line plied regularly between Marseilles and the Danube. The Deutche Levante Linie was the principal German company operating steamers between Hamburg and Roumania. The Austrian Lloyd maintained a weekly service of cargo and passenger steamers from Trieste. The Italian Line, Servizzi Marittimi, steamers also sailed weekly from Venice for Roumanian ports. A Belgian line maintained a general cargo line from Antwerp and a Hungarian steamship company had irregular sailings to and from Rotterdam and Antwerp.

There was only one Roumanian steamship company operating steamers to and from the Danube ports prior to 1914. This was the Service Maritime Roumain, which maintained services to Rotterdam, Egypt, the Syrian coast and the islands of the Aegan.

Since the reopening of the Straits of the Bosphorus and the Dardanelles, certain of these lines have resumed sailings to and from Roumanian ports. The Johnston Line has instituted regular sailings of cargo vessels from Liverpool, the freight rate to the Danube being between $32 and $40 a ton, weight or measurement. The Service Maritime Roumain have a regular line for freight and passengers between Marseilles and Roumanian ports with calls at Naples, Piraeus and Constantinople. The Roumanian Navigation Company proposes to shortly inaugurate regular lines to Antwerp, Egypt, and other countries with new steamers now being built. The Lloyd Triestino, an Italian company operating the steamers of the former Austrian Lloyd, commenced sailings from Trieste to Roumanian ports, but these have been suspended. A French line is shortly to establish regular sailings between Marseilles and the Danube. The Cunard Line have occasional steamers to the Black Sea from United Kingdom ports and these steamers often call at Constantza. There are frequent sailings also from New York to the Black Sea and in the majority of instances the steamers call at either Constantza or the Danube ports. Canadian exporters can always ascertain particulars as to the sailings for Roumanian ports from the steamship brokers and freight contractors in Montreal or New York. With the resumption of trade with Roumania upon the same scale as before the war, there will undoubtedly be re-established many regular lines of steamers to and from the principal European and American ports and Roumania.

AUSTRALIAN CUSTOMS DECISIONS ON "MINOR ARTICLES."

Copies of recent Australian Customs by-laws have just been received, giving rulings as to rates of duty on certain goods, when imported as "Minor articles for use in manufacture within the Commonwealth." Under the classification quoted, the following articles are free of duty, when imported from the United Kingdom, and are dutiable at 10 per cent when imported from other countries, including Canada:—

Aluminium sheets, fluted, or other stamped patterns, for use in making running boards for motor cars; locks for bags, portmanteaux trunks and leatherware; metal kit bag frames between 12 inches and 22 inches in size; plated or unplated frames, square or flat iron or steel, for bags, portmanteaux or trunks and fancy frames for ladies' handbags, which are provided with holes to permit the material forming the bag to be sewn on to the frame; fibre board for silver cans; brass tubing $\frac{3}{16}$-inch and under external diameter for lighting system; clear ruby mica under heading of lampware; trouser buckles; felt wads for cartridges; snaps for halters and harness; glass curved and shaped (eye pieces) for motor goggles.

Hand rakes, if metal, are declared dutiable as manufactures of metal, n.o.p., for which the rate of duty is 45 per cent.

SOUTH AFRICA'S IMPORTS.

TRADE COMMISSIONER W. J. EGAN.

XII.

Footwear, Leather and Rubber Goods.

Cape Town, July 21, 1920.—At the present moment South Africa is flooded with a stock of boots and shoes of all kinds, and with orders confirmed, which are coming forward from all sources of supply, there would not seem to be any chance of introducing new business for some time to come.

Notwithstanding this fact, and although the boot and shoe manufacturing industry of South Africa has advanced very rapidly, both in quality and style as well as quantity, there can be no doubt about this market as a big field of export for Canada.

Before submitting details of last year's imports, as compared with those of the year 1913, it would perhaps be of interest to Canadian manufacturers to submit the following data in reference to manufacturing in this country.

Boot and Shoe Factories in South Africa.

The progress made in boot and shoe manufacturing in South Africa is clearly indicated by the following comparative statement, showing the standing of this trade in the year 1915, as compared with the latest figures in hand, those of 1918.

	Year. 1915.	Year. 1918.	Increase. Per cent.
Number of establishments	58	104	77.41
Value of land and buildings	$282,700	526,900	83.13
Value of machinery and plant	$264,400	461,000	74.35
Number of employees	1,662	2,644	59.
Amount of salaries and wages paid	$481,800	786,400	38.73
Horse-power of engines and motors	459	762	66.
Value of materials used—			
South African	$1,188,000	2,633,000	121.63
Imported	$390,900	737,900	88.79
Total	$1,578,900	3,370,900	113.56
Value of articles manufactured and work done	$2,456,900	4,707,000	91.58

The factory output for the year 1918 was: boots, 833,700 pairs valued at $2,500,000; shoes, 457,335 pairs valued at $1,113,600; slippers, 123,813 pairs valued at $202,700; Veldschoens (heavy, cheap grade, used in back country districts and by natives), 350,853 pairs valued at $519,200; leggings and gaiters, 4,800 pairs valued at $28,500; leather portmanteaux and bags, 483 valued at $1,280; and several other articles and class of work done.

In leather by weight there was used 2,681,138 pounds of South African origin and 219,201 pounds of imported. In leather by measure the imports were 552,007 square feet, while South Africa supplied 290,564 square feet.

Uppers and soles imported for these factories totalled 57,270.

The foregoing data has been submitted in this portion of the report on account of the great interest shown by Canadian manufacturers, who last year were particularly attracted by the possibilities of South Africa for Canadian boots and shoes. The figures shown in the above statement, added to the import totals, are the best criterion as to the potentialities of this market.

While there is a big trade to be secured in the better grade goods, which are imported almost entirely by retail specialists, the bulk of the business to be done

is on the medium-priced boot and shoe, and a comparison of quantities as against import values in either children's, men's, or women's lines will serve to show the class of goods required.

As an illustration of the present condition of the market here, it may be mentioned that welted box-calf men's boots at $7.08, and shoes at $6.60, have been offered for three weeks past by United Kingdom manufacturers at $4.68 and $4.20.

Boots and Shoes—Children's.

	Value. 1913.	Value. 1919	Decrease or Increase.
Total for the Union	$920,000	$750,300	—$169,700
Canada	15	165	+ 150
United States	8,000	265,100	+ 257,100
United Kingdom	885,000	411,600	— 473,400
Switzerland	6,350	43,175	+ 36,825
Germany	3,100	.....	— 3,100
Austria-Hungary	2,000	.....	— 2,000
Australia	.....	18,725	+ 18,725
Argentina	.....	7,610	+ 7,610
Japan	.....	3,825	+ 3,825

The total quantity of children's boots and shoes imported during the year 1913 was 1,299,912 pairs. This importation decreased each following year until 1919, when the total import was only 516,254 pairs. Canada's interest in the trade in these years was practically on samples only. On the other hand, the United States, which had a pre-war average importation into this market of 9,500 pairs a year, by taking advantage of the shortage from regular sources of supply, increased its shipments year by year until, in 1919, they reached a total of 196,642 pairs. The United Kingdom trade dropped from 1,267,459 pairs in 1913 to 278,717 pairs in 1919. This latter amount was actually less than half the total quantity shipped from the British Isles in 1918.

Switzerland has been increasing her trade each year, running from 6,639 pairs in 1913 to a total of 21,698 pairs in 1919; the latter, as in the case of the United Kingdom, being about half the quantity shipped by this country during the previous year. Germany and Austria-Hungary, which prior to 1914 shipped an average of 8,000 and 6,000 pairs respectively, have entirely dropped out of the market since the opening of the war. Japan sent her first samples into this market in 1916, and is gradually gaining ground. During 1919 her shipments reached a total of 8,131 pairs, an advance of 100 per cent over 1918 figures. The Argentine Republic, which first shipped to South Africa in the previous year, during 1919 doubled her business by sending 3,837 pairs. A newcomer to the South African market during the year under review, Australia, shipped 7,107 pairs, and at a higher average value than that shown by any other country.

Boots and Shoes—Women's.

	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for the Union	$1,800,000	$2,812,800	+$1,012,000
Canada	.....	1,600	+ 1,600
United States	74,800	1,587,600	+ 1,512,800
United Kingdom	1,610,000	872,775	— 737,225
Switzerland	64,800	280,500	+ 216,300
Austria-Hungary	44,450	.....	— 44,450
Germany	8,900	.....	— 8,900
Argentina	.....	58,275	+ 58,275
Japan	.....	2,125	+ 2,125

The total quantity of women's boots and shoes imported during 1919 fell short by about one-third of the quantities imported during 1913 and previous years, the

figures for 1913 being 1,694,743 pairs, reduced in 1919 to 974,917 pairs. Of the latter total, Canada shipped 1,017 pairs, constituting practically her first entry into the market; the small figures of previous years represent merely sample shipments.

It is worthy of note, however, that the interested trade speak very favourably of the Canadian-made women's shoes, and the fact that the United States has so significantly increased her shipments to this market within recent months affords evidence of definite possibilities for the Canadian product of similar styles, although something approaching the English lasts and quality will command a bigger sale.

With a 1913 shipment of only 35,042 pairs, the United States figures for 1919 run to a total of 514,183 pairs. The United Kingdom, on the other hand, reduced her shipment of 1,527,192 pairs in 1913 to 337,495 pairs last year.

As in the case of children's footwear, Austria-Hungary and Germany, who in 1913 shipped 46,245 and 26,581 pairs of women's boots and shoes respectively, have ceased sending to this market since 1914.

Switzerland, which specializes in the higher and more fancy grades of women's shoes, retains her hold upon the market here for these goods, although her shipments last year only reached one-half of the previous year's total. During 1919 the Swiss importations amounted to 97,598 pairs, as against 49,909 pairs in 1913.

The Argentine and Japan, which had only entered this market in 1918, doubled their first year's figures, sending respectively 16,532 and 2,808 pairs.

Boots and Shoes—Men's.

	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for the Union	$3,260,000	$3,372,325	+ $ 92,325
Canada	15	5,060	+ 5,045
United States	125,000	2,370,200	+ 2,245,200
United Kingdom	3,100,000	849,950	— 2,250,050
Germany	12,000	.....	— 12,000
Austria-Hungary	6,200	.....	— 6,200
Switzerland	.....	6,375	+ 6,375
Argentina	.....	114,000	+ 114,100
Australia	.....	16,100	+ 16,100
India	.....	7,700	+ 7,700
Japan	.....	2,645	+ 2,645

The total quantity of men's boots and shoes imported during 1919 was 818,466 pairs. This number was slightly in advance of the previous year's figures, but does not compare with those of 1913, when the total reached 2,019,976 pairs. It should, however, be mentioned that the latter figures include "footwear, not leather," which is now given under separate entries. Notwithstanding this fact, the last three years show a considerable falling off in the quantity imported as compared with the three previous years.

Canada entered the South African market in a definite way in 1917, prior to which year only a few sample shipments had been made. Last year's import reached a total of 3,049 pairs.

The United States, whose shipments for 1913 totalled 44,746 pairs, has increased in a big way, and last year shipped 579,136 pairs. The United Kingdom's figures were the smallest in a decade, totalling only 200,386 pairs in 1919, as against 1,934,-218 pairs in 1913. Austria-Hungary and Germany had a combined average importation prior to 1914 of 27,000 pairs, which has entirely fallen away. Switzerland, which entered this market in 1914, last year shipped 1,634 pairs. The Argentine Republic, in her third year's business in this market, reached a total of 26,493 pairs. Japan, another newcomer since 1916, shipped 640 pairs. India's total import for the year under review amounted to 2,761 pairs, while Australia, who made her first shipments to South Africa this year, shows a total of 4,317 pairs.

Second-hand boots and shoes, in which a considerable import business is done, reached a total of 76,348 pairs, valued at $75,350 in 1919, as compared with 114,028 pairs valued at $100,500 in 1917. Of the quantities shipped during 1919, 64,884 pairs arrived from the United States and 11,464 from the United Kingdom.

Footwear—Rubbers and Plimsols.

	Value. 1915.	Value. 1919.	Decrease or Increase.
Total for the Union	$59,500	$296,275	+$236,775
Canada	.....	21,950	+ 21,950
United States	11,600	210,504	+ 198,904
United Kingdom	40,100	66,375	+ 26,275
Sweden	4,300	.....	— 4,300
Norway	2,500	.....	— 2,500
Japan	.....	2,645	+ 2,645

The plimsol referred to above is what is known in Canada as the running or gymnasium shoe. Owing to the fact that a separate customs entry was first made for these goods in the year 1915, the comparison as against last year's trade will be with that war year. Prior to the war, during the war, and down to 1918, the United Kingdom has held the bulk of this trade. The Canadian and American exports refer, almost entirely, to the gymnasium or running shoe.

There is a considerable trade to be secured in the heavier rubber-soled canvas and leather-topped shoes for sports purposes, and as more than one Canadian company will from now on be making an endeavour in this direction, Canada's trade in the better grades should make definite headway.

The total shipment into the Union last year amounted to 443,920 pairs, showing a considerable advance over the 1915 figures of 154,991 pairs. Out of last year's total, Canada shipped 24,212 pairs. This was the Dominion's second year in this market; the quantity for 1918 was 100,893 pairs.

The United States total had grown from 13,244 pairs in 1915 to 293,135 pairs in 1919, while the United Kingdom, which in 1915 shipped 116,571 pairs, only totalled 120,724 pairs in 1919, as against 247,225 pairs the previous year.

Sweden and Norway, which were shipping 14,000 and 8,000 pairs respectively in 1915, appear to have dropped out of the business, the former in 1917 and the latter last year. Japan, coming into the market in a small way during the three previous years, last year made a definite entry with a total of 5,849 pairs.

Slippers.

	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for the Union	$135,000	$152,300	+$17,300
Canada	.....	.....	—
United States	1,800	13,750	+ 11,950
United Kingdom	111,000	112,625	+ 1,625
France	5,200	450	— 4,750
Austria-Hungary	9,100	.....	— 9,100
Germany	8,100	.....	— 8,100
Sweden	1,600	.....	— 1,600
Japan	.....	17,975	+ 17,975
Australia	.....	5,600	+ 5,600
India	.....	840	+ 840

Prior to 1914 the entry pertaining to slippers included "Other Footwear," now shown separately; the 1913 figures may therefore be discounted by about one-half. The quantity imported under the classification during 1913 was 323,716 pairs, the 1919 total being 162,226 pairs. Canadian manufacturers have done little more than send samples into this market, and there is no sign of definite business for the Dominion at the moment. The United States holds a small percentage of the business, the figures for 1913 being 3,086 pairs, increasing to 13,352 pairs in 1919. The bulk of the trade in slipper imports is held by the United Kingdom, whose figures for 1913 total 249,501 pairs and 1919, 116,788 pairs. Austria-Hungary, Germany, and Sweden were each importing into the South African market previous to 1914, their 1913 figures being respectively 25,776 pairs, 19,664 pairs 6,224 pairs, but since the commencement of the war no shipments have been made from these countries.

France's trade with the Union under the present entry has dropped from 16,126 pairs in 1913 to 368 pairs in 1919. On the other hand, Japan, who entered this market at the beginning of the war, has increased her business year by year, reaching a total importation of 28,281 pairs in 1919. Small first shipments also entered the country last year of 2,253 pairs from Australia and 1,182 pairs from India.

Footwear—Not Leather

(Including Clogs and Chinese Footwear—Not Rubber or Plimsols).

	Value. 1915.	Value. 1919.	Decrease or Increase.
Total for the Union	$95,709	$38,875	—$56,825
Canada	.....	.....	—
United States	1,400	1,415	+ 15
United Kingdom	90,700	20,100	— 70,600
Norway	1,150	.....	— 1,150
Japan	800	.....	— 800
France	75	16,070	+ 15,995
China	215	640	+ 425

The figures given under this classification cover various forms of footwear, possibly little touched by Canadian manufacturers. Samples were sent out from the Dominion during 1916 and 1917, but no business appears to have gone forward during the past two years. The heading was made a separate customs entry in 1915, and it is with this year that a comparison of the 1919 importations is made. The total quantities imported during the two years were: 1915, 186,883 pairs; 1919, 54,162 pairs—each intervening year varying considerably in the number of pairs imported.

Last year the United States shipped 2,254 pairs, as against 1,881 pairs in 1915, while the United Kingdom's total only reached 22,715 pairs, compared with 175,813 pairs in 1915. Norway, which in 1915 showed an importation of 4,000 pairs, dropped out of the market in 1917. France, which had an average yearly import figure of 2,000 pairs prior to 1918, has ceased shipments to South Africa since that year. Japan entered the market here in 1915 with a shipment of 472 pairs, and has increased her business year by year, reaching a total of 28,160 pairs in 1919. The importation of Chinese footwear is small, the figures for China being: 1915, 569 pairs; 1919, 1,025 pairs.

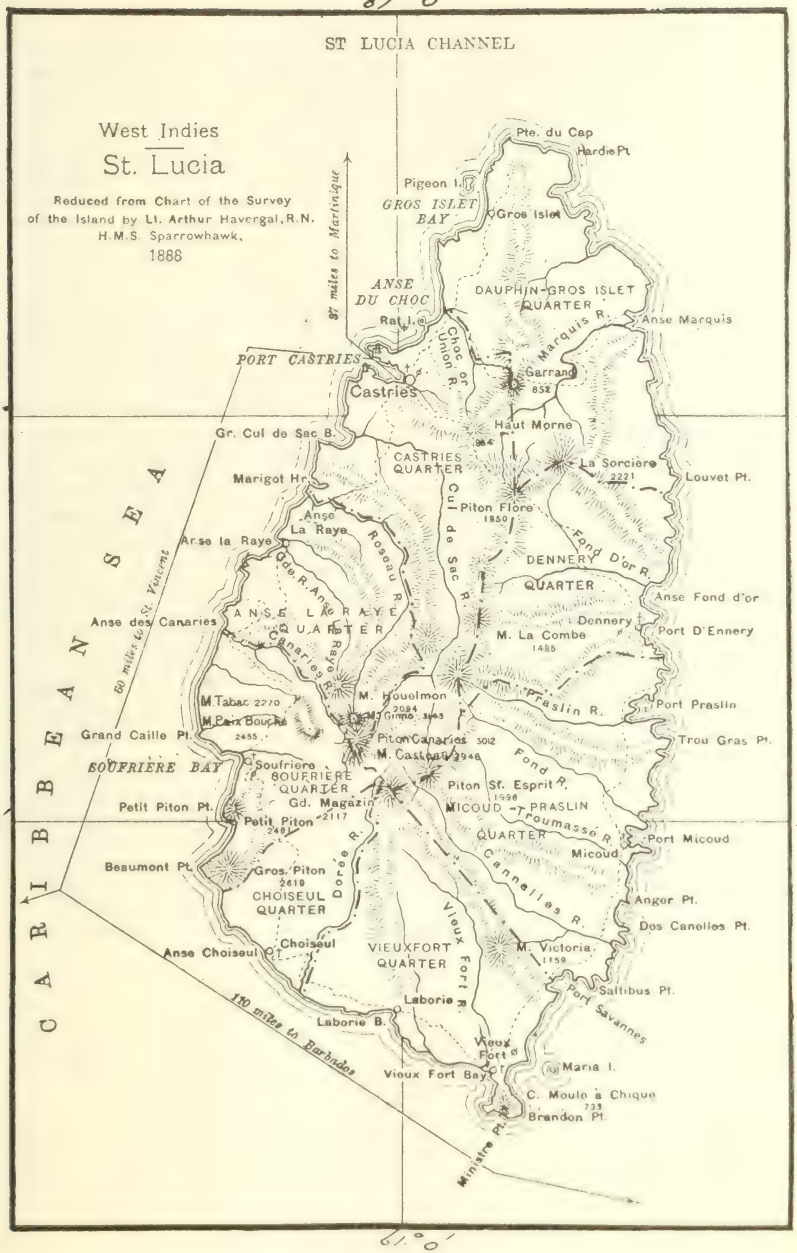
CANADA AND THE BRITISH WEST INDIES.

By Watson Griffin.

XIII.

The Windward and Leeward Islands.

The Windward and Leeward islands might aptly be called the mountains of the sea, but they are mountains covered with everlasting verdure. Looked at from a distance it might be supposed that the hills were too steep for cultivation, but when one draws near the general slope is found to be more gentle than first sight indicates and further investigation shows that they can be economically utilized almost to the summits; even the mountain tops clothed in the original forest are of value in conserving the rainfall for the lower levels. Between the mountains are lovely valleys and the combination of hill and vale with views of the ocean from many outlooks makes the scenery entrancingly beautiful. Leaving Halifax on a Royal Mail steamer on January 2 we reached St. Kitts on the ninth day about 7.30 in the evening. In that zone of everlasting summer the night sweeps down suddenly a little after six o'clock, but the moon was shining high in the heavens and the beauty of a tropical


West Indies
St. Lucia
Reduced from Chart of the Survey of the Island by Lt. Arthur Havergal, R.N. H.M.S. Sparrowhawk, 1886
ST LUCIA CHANNEL
61° 00'
14°
13° 50'
87 miles to Martinique
60 miles to St. Vincent
110 miles to Barbados
CARIBBEAN SEA
Pte. du Cap
Hardie Pt
Pigeon I.
GROS ISLET BAY
Gros Islet
ANSE DU CHOC
Rat I.
DAUPHIN-GROS ISLET QUARTER
Anse Marquis
Marquis R.
Choc or Union R.
PORT CASTRIES
Castries
Garrand 858
Gr. Cul de Sac B.
Haut Morne 984
CASTRIES QUARTER
La Sorciere 2221
Louvet Pt.
Marigot Hr.
Cul de Sac R.
Piton Flore 1850
Anse La Raye
Anse la Raye
Roseau R.
Fond D'or R.
DENNERY QUARTER
Anse Fond d'or
Canaries R.
ANSE LA RAYE QUARTER
Anse des Canaries
Dennery
M. La Combe 1485
Port D'Ennery
M. Houelmon 2084
Praslin R.
Port Praslin
M. Tabac 2270
M. Paix Bouche 2455
Grand Caille Pt.
Piton Canaries 3012
Trou Gras Pt.
M. Castaing 2948
Fond R.
SOUFRIERE BAY
Soufriere
SOUFRIERE QUARTER
Piton St. Esprit 1196
Petit Piton Pt.
Gd. Magazin
Petit Piton 2461
MICOUD QUARTER
Troumasse R.
Port Micoud
Micoud
Beaumont Pt.
Gros Piton 2619
Dorée R.
Cannelles R.
Anger Pt.
CHOISEUL QUARTER
Dos Canelles Pt.
Choiseul
Anse Choiseul
VIEUXFORT QUARTER
Vieux Fort R.
M. Victoria 1159
Port Salibus Pt.
Laborie
Laborie B.
Vieux Fort
Vieux Fort Bay
Maria I.
C. Moule à Chique
733
Brandon Pt.
Ministre Pt.

night was all about when we first caught sight of this lovely island. Great masses of white clouds were banked on top of the mountains looking for all the world like snow. It was hard to believe that this was not a snow-capped mountain rising out of the sea. For twenty minutes the clouds seemed motionless and the illusion of snow banks remained. Then they moved a little, changed shape and soon floated away in fleecy loveliness.

As we continued on our way toward Trinidad calling at island after island of the Leeward and Windward groups it was difficult to say which one of them was most beautiful. There was constant wonder that scenery of such unrivalled beauty did not attract many thousands of northern tourists every winter. After visiting Trinidad and British Guiana I returned to investigate the economic conditions and closer acquaintance did not lessen the charm of the scenery while it greatly increased the belief in the commercial importance of these islands.

THE EFFECT OF ALTITUDE ON CLIMATE.

In considering the Leeward and Windward islands, either as a place of residence or in reference to their products, it must not be forgotten that the most southern of them, Grenada, is about 12° north of the equator and the most northern is nearly 19° north of the equator, but the mountainous character of the islands affects the climate to an even greater degree than difference of latitude. A difference of even a few hundred feet in altitude makes a difference in the temperature as registered by the thermometer and the higher levels are quite cool although even the highest mountains in these islands do not reach the frost line. In many cases owners of plantations in the lowlands have their homes in the highlands in order to take advantage of cooler atmosphere, but even in the lowlands there is nearly always a pleasant breeze blowing, for the trade winds are hardly ever idle. Occasionally there are violent windstorms, but destructive hurricanes come long years apart as do the earthquakes with which some of these islands have at times been afflicted.

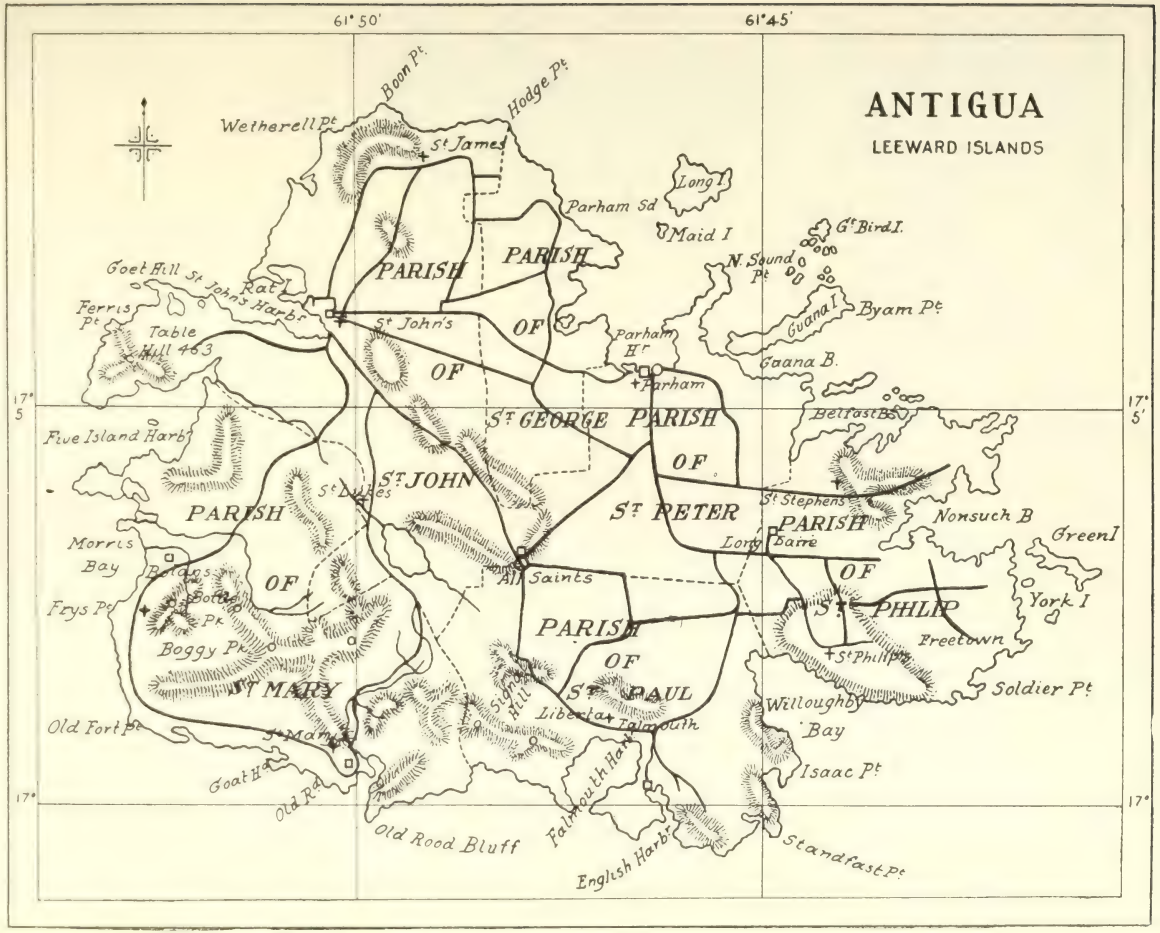
The Windward group includes the islands of St. Lucia, St. Vincent, Grenada and the Grenadines which form a confederacy under a common governor, but with separate administrations. The term Leeward islands is used in two senses. Sometimes it includes the French, Dutch and Danish islands (now American) as well as the British. Sometimes it refers only to the British colony of the Leeward islands which is a confederation including the presidency of Dominica, the presidency of Montserrat, the presidency of Antigua with its dependencies Barbuda and Redonda; the presidency of St. Kitts and Nevis with their dependency Anguilla; and the presidency of the Virgin islands. It is in this limited British sense that the term is used in this report.

The distances between the ports of call in these islands in nautical miles are as follows:—

	Nautical Miles.
St. Kitts to Antigua	60
Antigua to Montserrat	37
Montserrat to Dominica	98
Dominica to St. Lucia	83
St. Lucia to St. Vincent	59
St. Vincent to Barbados	105
Barbados to Grenada	167
Grenada to Trinidad	94

INDIVIDUALITY OF THE ISLANDS.

It might be supposed that all the Leeward and Windward islands being within the Tropics and so near together would have the same products. In a limited sense this is true, but while all the tropical products can be grown in any one of these islands the conditions are very different. Each island has its own individuality not


ANTIGUA
LEEWARD ISLANDS
61° 50'
61° 45'
17° 5'
17°
Boon Pt.
Hodge Pt.
Wetherell Pt.
St James
Long I.
Parham Sd.
Maid I.
Gt Bird I.
N. Sound Pt.
Goet Hill
St John's Harbr
Rat I.
Ferris Pt.
Table Hill 463
St John's
Parham Hr.
Parham
Guana I.
Byam Pt.
Guana B.
Belfast B.
Five Island Harb.
St Lucies
St Stephens
Nonsuch B.
Green I.
Morris Bay
Bolans
Bottle Pt.
Frys Pt.
Boggy Pt.
All Saints
Long Barre
York I.
Freetown
St Philips
Soldier Pt.
Willoughby Bay
Isaac Pt.
Old Fort Pt.
St Mary
Goat Hd.
Old Rd.
Signal Hill
Liberta
Falmouth
Falmouth Harb.
Old Road Bluff
English Harb.
Standfast Pt.
PARISH OF ST GEORGE
PARISH OF ST JOHN
PARISH OF ST PETER
PARISH OF ST PHILIP
PARISH OF ST MARY
PARISH OF ST PAUL

only from the standpoint of the tourist seeking new scenes of beauty, but also from the economic viewpoint of merchants buying tropical products or capitalists proposing to establish plantations.

The height and configuration of the mountains and their relation to the valleys as well as the extent of the forests have a remarkable influence on rainfall. Even in the same island one section may have a heavier annual rainfall than another and there is sometimes a striking difference in this regard between two islands quite near together.

Dominica, although belonging to the Leeward islands colony, is in its characteristics more like the Windward islands. Dominica, St. Lucia, St. Vincent and Grenada all resemble each other in one respect; the lowlands are mostly valleys surrounded by mountains or narrow strips of land close to the sea with mountains towering above them. In Montserrat, Antigua and St. Kitts the mountains form a background for level and undulating land that slopes up from the sea. This is not absolutely true of every part of these islands, but it is the general characteristic and probably partly accounts for the difference in rainfall.

The Virgin islands, St. Kitts, Nevis, Antigua and Montserrat are dry islands compared with the wet islands of Dominica, St. Lucia, St. Vincent and Grenada.

THE VIRGIN ISLANDS.

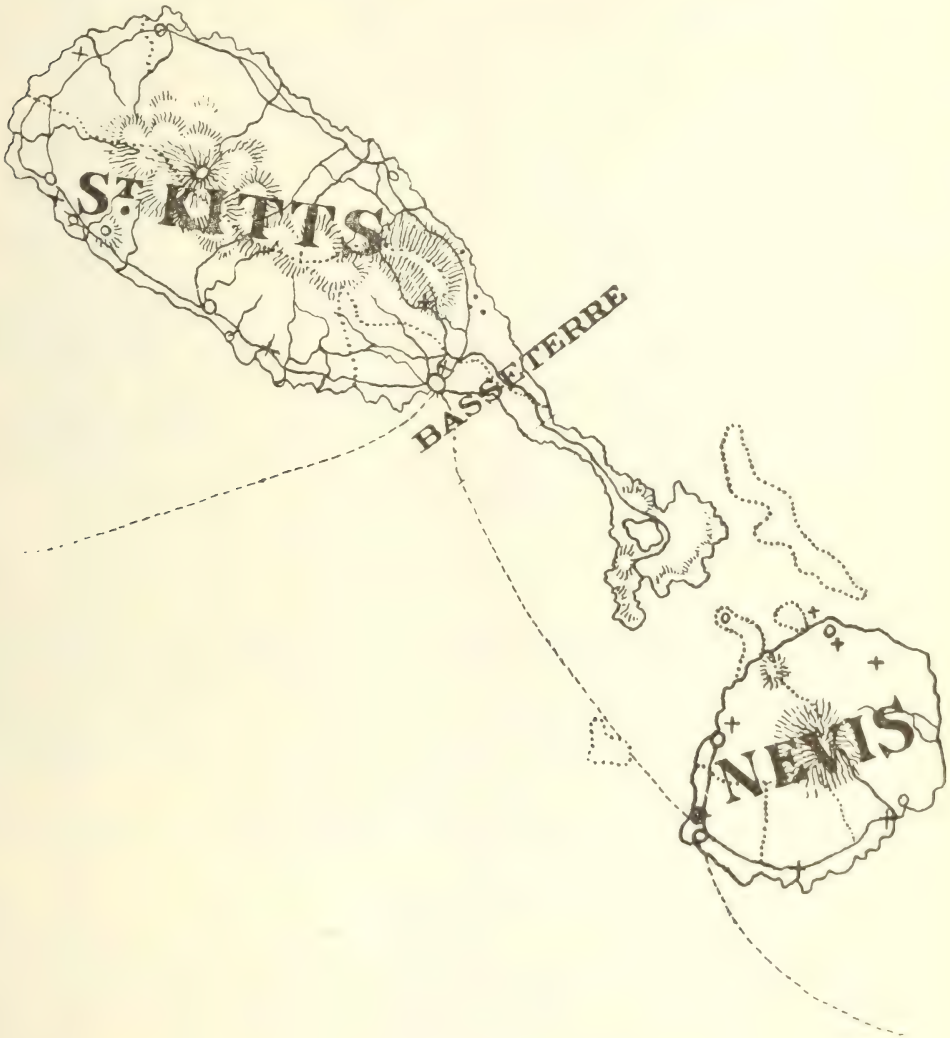
As is the case with the Leeward islands, the term Virgin islands has two meanings, the broad one which includes the islands belonging to Britain and the United States and the limited one which refers only to the 31 tiny islands comprised in the presidency of the Virgin islands in the British colony of the Leeward islands. The principal islands in this presidency are Tortola, Aneganda, Virgin Gorda, Jost Van Dyke, Peter's Island and Salt Island.

Between the most southern point of the colony of British Guiana and the most northern point of the Virgin islands there is a difference of nearly nineteen degrees of latitude. These islands have not a large area of fertile land, but the climate is delightful.

The chief industries of the people are the raising of horses and cattle and fishing. Horses, cattle and fish are exported to the neighbouring islands. But the growing of Sea Island cotton is progressing.

ST. KITTS, NEVIS AND ANGUILLA.

The island of St. Kitts is 23 miles long, but is not very wide at any point, its total area being only 40,320 acres. A range of mountains runs along its length extending almost from end to end and reaching at one point a height of 3,771 feet. On both coasts there is level or undulating land between the mountain and the sea. There is a good road encircling the island of St. Kitts, with beautiful views of



mountain, sea and plantations all the way. The soil is very fertile and sugar cane grows on the mountain slopes to a height of about 1,000 feet. Nevis, which is separated from St. Kitts by a shallow channel two miles wide, is a round cone-shaped island rising gradually from the sea to the altitude of 3,200 feet, the total area of the island being 32,000 acres. The latitude is 17° 14′ N. Nevis is very fertile. Anguilla is a flat island having an area of 35 square miles, only part of which is fertile.

THE ISLAND OF ANTIGUA.

The island of Antigua, lying in 17° 6′ north latitude, is 12 miles long from east to west and its greatest width from north to south is 9½ miles. It has an area of 69,375 acres, while the dependent islands of Barbuda and Redonda have respectively 39,680 acres and 320 acres. The southern part of Antigua is rather mountainous, the highest peak having an elevation of 1,360 feet, and there is a low range of hills in the north, while the central part of the island is generally level or undulating, but here and there in the level country rise up small round hills that remind one of the hills which the Newfoundlanders call "topsails," only they are softer in outline and more verdant. The rainfall is greater in the somewhat mountainous southern district than in other parts of the island, which is generally dry.

At an early stage in its history Antigua was entirely cleared of its forests, and a proposal to reforest the hills as a means of conserving rainfall is under consideration. Remarkable results have been achieved by reforestation of hilltops in the island of Carriacou in the Grenadines. Mahogany trees were planted on the hill tops. The mahogany grows quickly, and within twelve years there has been a decided increase in the registered rainfall. No conclusion could be drawn from the comparison of one year with another in that island as general conditions might affect the rainfall, but comparing the rainfall in Carriacou with the rainfall in the neighbouring island of Grenada in different years the government officials of Grenada are convinced that the reforestation of Carriacou hilltops has had a most beneficial effect on the rainfall.

The most picturesque part of Antigua is in the vicinity of English harbour, at the southeast, where there was a naval dockyard in the days when English Harbour was the chief British naval base in the West Indies. The docks and military buildings are stil there, but the buildings are falling into decay.

Barbuda is 30 miles north of Antigua and Redonda 30 miles west.

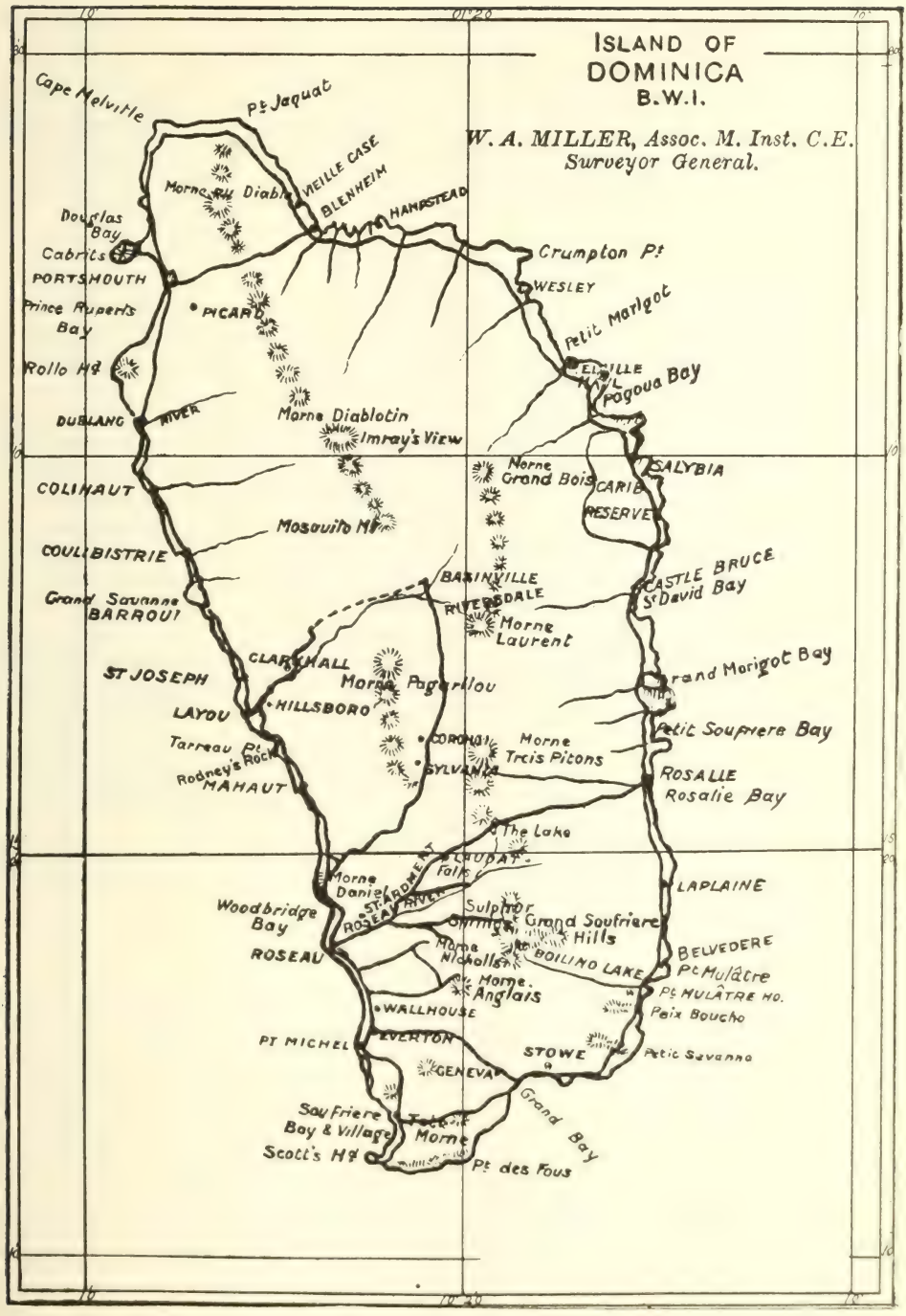
THE ISLAND OF MONTSERRAT.

The island of Montserrat, lying in latitude 16° 45′ N., is 11 miles long, and its greatest width is 7 miles. The area is 20,800 acres. While the rainfall is less than that of Dominica, St. Lucia, St. Vincent and Grenada it is greater than that of Antigua and St. Kitts. Although the island is so small the rainfall varies considerably at the 21 stations where records are kept. Taking the average of ten years there was a difference of 27·77 inches in the annual rainfall at the wettest and the driest stations of this little island.

Montserrat is a remarkably healthy island, and is said to be as free from malaria as Barbados.

THE ISLAND OF DOMINICA.

Dominica ranks third in size among the British West Indian islands, Jamaica being first and Trinidad second, while St. Lucia ranks fourth. Dominica lies in 15° 30′ north latitude and 61° 20′ west longitude, its situation being between the French islands of Martinique and Guadeloupe. It is 29 miles long, has a width of 16 miles at its widest point, and contains 194,982 acres. It is the most mountainous of all the British West Indian islands and the scenery is magnificient. A range of high mountains runs the full length of the island, divided in the centre where the island is widest by a valley known as the Layou Flats, through which flow two rivers running in opposite directions. The highest point in the island is Morne Diablotin, which reaches an altitude of 5,314 feet. Numerous spurs extend from the mountains to the sea enclosing fertile valleys through which flow little streams of water locally called rivers. The black people will tell you that there are 365 rivers in Dominica —one for each day of the year. There are certainly many streams. The rainfall is


ISLAND OF
DOMINICA
B.W.I.
W. A. MILLER, Assoc. M. Inst. C.E.
Surveyor General.
Cape Melville
Pt Jaquat
Morne Diablotin
VIEILLE CASE
BLENHEIM
HAMPSTEAD
Douglas Bay
Cabrits
PORTSMOUTH
Prince Rupert's Bay
PICARD
Crumpton Pt
WESLEY
Petit Marigot
Rollo Hd
DUBLANC
RIVER
Morne Diablotin
Imray's View
Pagoua Bay
COLIHAUT
Morne Grand Bois
CARIB RESERVE
SALYBIA
Mosquito Hd
COULIBISTRIE
BASINVILLE
RIVERDALE
CASTLE BRUCE
St David Bay
Grand Savanne
BARROUI
Morne Laurent
CLARKHALL
ST JOSEPH
Morne Pagerlou
Grand Morigot Bay
LAYOU
HILLSBORO
Petit Soufriere Bay
Tarreau Pt
Rodney's Rock
MAHAUT
CORONAL
SYLVANIA
Morne Trois Pitons
ROSALLE
Rosalie Bay
The Lake
CAUDAT
Morne Daniel
ST AROME RIVER
ROSEAU RIVER
Woodbridge Bay
Sulphur Springs
Grand Soufriere Hills
LAPLAINE
ROSEAU
Morne Nichollas
BOILING LAKE
BELVEDERE
Pt Mulâtre
Morne Anglais
Pt MULÂTRE HD.
WALLHOUSE
Peix Boucho
PT MICHEL
LYERTON
STOWE
Petit Savanne
GENEVA
Grand Bay
Soufriere Bay & Village
Morne
Scott's Hd
Pt des Fous

always abundant and the island is wonderfully fertile. I have seen plantations of limes and cacao high up on mountain sides. Lime trees are often planted in very steep places.

The attention of tourists is always called to three natural wonders, a fresh water lake in the mountains, 2,125 feet above sea level, a deep boiling lake on a mountain side 2,300 feet above sea level and boiling sulphur springs.

Nearly the whole of the interior is still covered with primeval forests of valuable hard woods. These forest lands are owned by the government and are offered for sale at $2.50 per acre. The greatest hindrance to the development of Dominica is the lack of roads. This defect is likely to be soon remedied as a vigorous policy of road building is contemplated by the present administration.

THE ISLAND OF ST. LUCIA.

St. Lucia is in about 14° north latitude 24 miles southeast of the French island of Martinique. It is 27 miles long, 14 miles wide at its broadest point and has an area of 149,305 acres. Pigeon island, formerly an important military station, lies off the northwest end of St. Lucia about 7 miles from Castries.

St. Lucia like Dominica is very mountainous, but the mountains are not quite so high and some of the valleys are broader. In many cases low hills branch out from the higher mountains and there are lovely little valleys between these mountain spurs. While the scenery of Dominica is magnificently grand, in St. Lucia there is a combination of grandeur and soft loveliness. Nearly every valley has its own little stream. Both valleys and hillsides are very fertile and the rainfall is abundant, but only a small part of the area suitable for cultivation is being utilized. There are considerable areas of forest covered Crown lands and private lands wholly or partially cleared of trees can be bought at moderate prices.

There are many mountain peaks in St. Lucia rising up above the general height of the mountains and they seem to have greater individuality than those of any other island. The highest is Morne Gimie, 3,145 feet, but there are a number of others nearly as high.

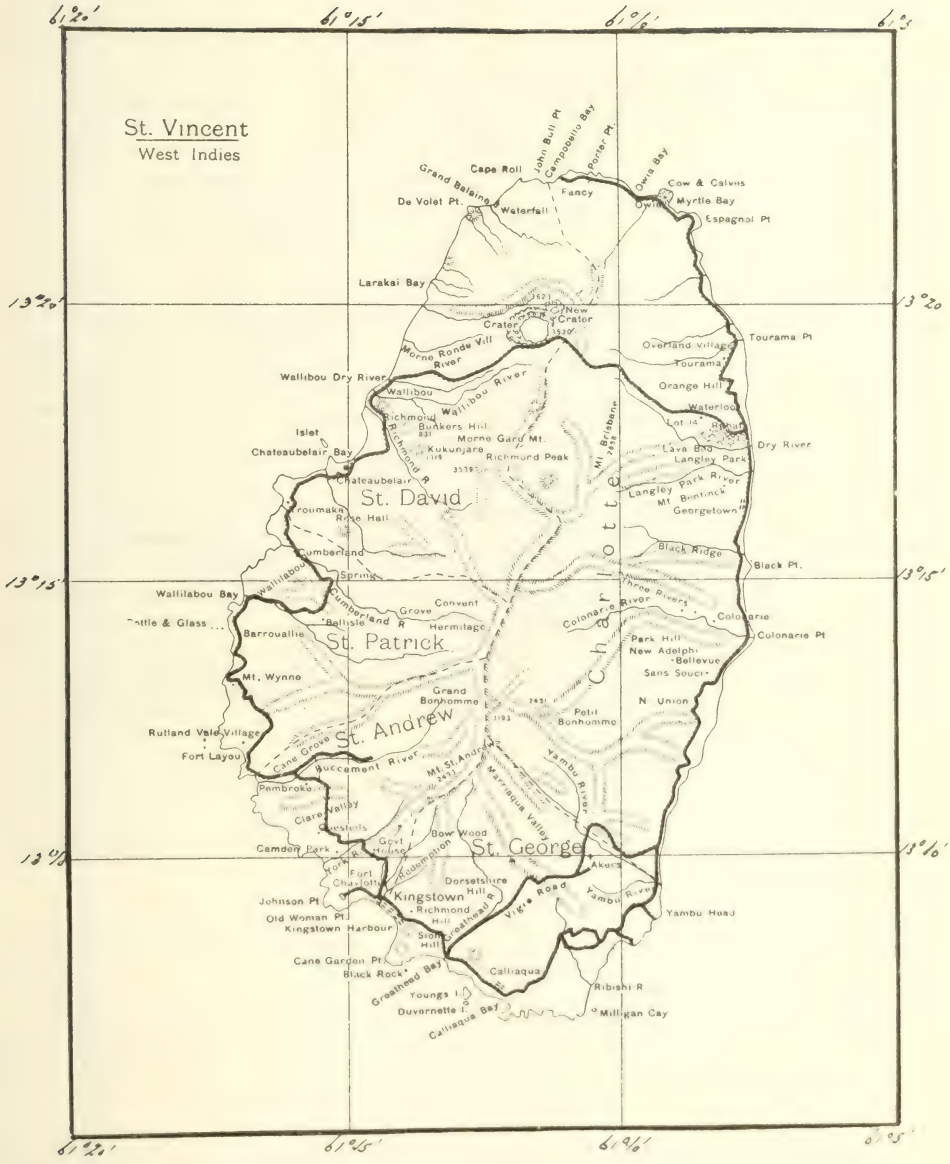
Rising sheer out of the sea near the harbour of Port Soufriere are two pyramids known as the Gros Piton and the Petit Piton, respectively 2,720 and 2,680 feet high, their steep sides being covered with verdure.

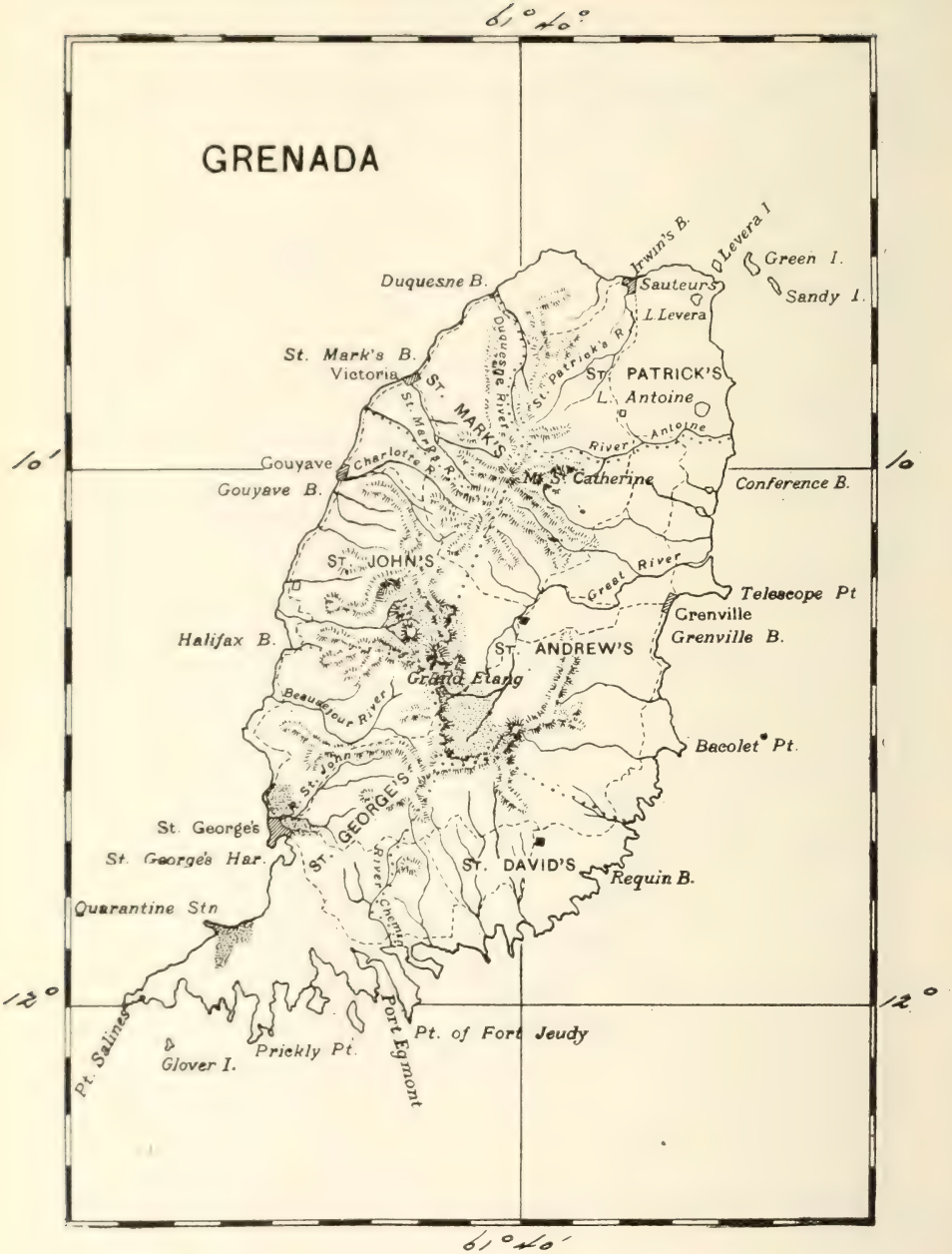
Then there is the Soufriere or sulphurous mountain about two miles back from the town of Port Soufriere, which from time immemorial has been in a state of constant but never violent activity.

THE ISLAND OF ST. VINCENT.

The island of St. Vincent lies a little north of 13° north latitude. It is 18 miles long, 11 miles wide at the greatest breadth and has an area of 96,192 acres. There are still some forest covered Crown lands suitable for agriculture, when cleared but the area that can be made available without encroaching upon forest reservations necessary for conservation of rainfall is not great. However the land in private hands suitable for cultivation is not nearly all utilized and there is room for great expansion in production. The soil is very fertile and the rainfall is nearly always ample.

While nearly the whole island is highly elevated and there are several mountain peaks rising to heights of nearly four thousand feet and one a little above four thousand feet a large proportion of the hills are not too abrupt for cultivation. I have heard St. Vincent called "a miniature Dominica." In one respect it is altogether unlike Dominica. While Dominica is almost without roads, St. Vincent has roads almost everywhere, winding, turning, up and down hill and around hills, revealing at every turn new scenes of beauty of land or sea. However, at the north end of


St. Vincent
West Indies
61°20'
61°15'
61°10'
61°05'
13°20'
13°15'
13°10'
St. David
St. Patrick
St. Andrew
St. George
Charlotte
Cape Roll
John Bull Pt
Campbellia Bay
Porter Pt
Owia Bay
Cow & Calves
Myrtle Bay
Espagnol Pt
Grand Bellaire
De Volet Pt.
Waterfall
Fancy
Larakai Bay
New Crater
Crater
Overland Village
Tourama Pt
Tourama
Morne Ronde Vill
Wallibou Dry River
Wallibou
Wallibou River
Orange Hill
Waterloo
Richmond
Bunkers Hill
Morne Garu Mt.
Richmond Peak
Kukunjaro
Islet
Chateaubelair Bay
Chateaubelair
Richmond R
Mt Brisbane
Lot 10
Retreat
Dry River
Lava Bed
Langley Park
Langley Park River
Mt Bentinck
Georgetown
Troumaka
Rose Hall
Cumberland
Wallilabou Spring
Black Ridge
Black Pt.
Wallilabou Bay
Cumberland R
Grove
Convent
Bellisle
Hermitage
Thrie Rivers
Colonarie River
Colonarie
Colonarie Pt
Park Hill
New Adelphi
Bellevue
Sans Souci
Barrouallie
Mt. Wynne
Grand Bonhomme
Petit Bonhomme
N. Union
Rutland Vale Village
Fort Layou
Cane Grove
Buccament River
Mt St. Andrew
Yambu River
Marriaqua Valley
Pembroke
Clare Valley
Gustelly
Camden Park
Govt House
Bow Wood
Akuna
Fort Charlotte
Dorsetshire Hill
Kingstown
Richmond Hill
Johnson Pt
Old Woman Pt
Kingstown Harbour
Vigie Road
Yambu
Yambu Head
Cane Garden Pt
Black Rock
Greathead Bay
Stone Hill
Calliaqua
Youngs I
Duvernette I
Calliaqua Bay
Ribishi R
Milligan Cay


GRENADA
61° 40'
10'
12°
Irwin's B.
Levera I
Green I.
Sandy I.
Sauteurs
L. Levera
Duquesne B.
Duquesne River
St. Patrick's R.
St. Mark's B.
Victoria
ST. MARK'S
ST. PATRICK'S
L. Antoine
Antoine River
St. Mark's R.
Charlotte R.
Gouyave
Gouyave B.
Mt. St. Catherine
Conference B.
ST. JOHN'S
Great River
Telescope Pt
Grenville
Grenville B.
Halifax B.
ST. ANDREW'S
Grand Etang
Beausejour River
Bacolet Pt.
St. John R.
St. George's
St. George's Har.
ST. GEORGE'S
ST. DAVID'S
Requin B.
Quarantine Stn
Chemin River
Pt. Salines
Glover I.
Prickly Pt.
Fort Egmont
Pt. of Fort Jeudy

the island there is a wide stretch of level country sloping gradually up from the sea to the mountains in the background. This was the richest and most highly developed portion of the island when the great Soufriere in the neighbouring mountain broke forth in violent eruption in May, 1902, and the streams of lava devastated the whole of this beautiful district destroying costly homes of planters as well as the humble cots of labourers and killing thousands of people. Now the lava covered country is green and beautiful again and it is said to be more fertile than ever. Some of the abandoned plantations are being re-occupied. In one part of this district I saw many thousands of newly planted cocoanut trees. One of the planters said:—

"The last previous eruption of the volcano took place in 1812, that is 90 years before the one we experienced. These great convulsions never come near together and we can be pretty sure that there will not be another eruption for nearly one hundred years. In the meantime tropical products to the value of millions of pounds will be grown on these fertile lands and shipped to the markets of the world, chiefly to Canada if our preferential agreement turns out as successfully as we hope it will."

THE GRENADINES.

The Grenadines are a chain of about 100 small islands lying between St. Vincent and Grenada. Those north of Carriacou belong to St. Vincent and the others to Grenada. Bequia, the largest of the St. Vincent Grenadines, has an area of 4,422 acres. Carriacou, the largest of the Grenada Grenadines, has an area of 8,467 acres.

THE ISLAND OF GRENADA.

The island of Grenada lying between 11° 58′ and 12° 15′ north latitude is 21 miles long, 12 miles wide at its broadest point and has an area of 76,548 acres. As regards density of population Grenada and its Grenadine dependencies rank next to Barbados among the British West Indian islands, the population to the square mile being 502 as compared with 1,034 in Barbados. The colony is very prosperous and the peasantry perhaps more independent than those of any of the other islands owing to the large number of peasant proprietors. Grenada although mountainous is very fertile and is highly developed. Nearly 1,800 feet above sea level is a circular fresh water lake 13 acres in extent known as the Grand Etang. The highest elevation in the island is Mount Catharine, 2,750 feet high. There are many fresh water springs and several rivers.

The beauty of the island, its general freedom from malaria and its fine beaches for sea bathing would make it very attractive to tourists.

The products of the Windward and Leeward islands will be considered in the next chapter.

CANADIAN OPPORTUNITIES IN NIGERIA.

Mr. T. F. Burrows, Comptroller of Customs, Lagos, Southern Nigeria, has furnished the Department of Trade and Commerce the following statement regarding Nigeria:—

"Nigeria has an area of 336,000 square miles and a population of over 16,000,000. With the portion of Cameroons now under British administration the area will be 367,000 square miles and the population 17,000,000. In any case the population is larger than that of Ceylon, the Straits Settlements and Malay States, the Union of South Africa and the British West Indies added together. The people are industrious, though requiring direction and education. The country is undeveloped, but it is exceptionally rich in agricultural, forest, and mineral products, and its capacity for absorbing manufactured goods has never yet been reached. Last year the trade was valued at over £27,000,000 limited by the conditions which prevailed in the world. In spite of all the difficulties and drawbacks there were exported 40,000 tons of ground nuts, 25,000 tons of cocoa, 32,000 tons of palm produce, 8,500 logs of mahogany, 9,000 tons of tin, besides thousands of tons of hides and skins, raw cotton, rubber, and other tropical products.

"To secure crushing of palm kernels within the Empire an export duty of £2 a ton is charged on palm kernels exported to a foreign port, and to secure smelting of tin within the Empire an additional export duty is charged on tin which is not to be smelted within the Empire.

"Millions of pounds sterling are being expended in harbour and railway facilities. The country extends to Canadian manufacturers and merchants unequalled tropical markets for their goods and securing tropical raw materials for their factories.

"Transportation between Canadian and Nigerian ports, the attention of Canadian manufacturers and merchants to the trade awaiting development, and Canadian establishments in Nigeria, to distribute Canadian goods and secure raw materials in exchange for Canadian factories, are needed for development of Canadian trade."

The customs duties are imposed on comparatively few commodities.

ALTERATIONS IN THE AUSTRALIAN CUSTOMS TARIFF.

The Commissioner of the Commonwealth of Australia, 61 Broadway, New York City, has received from the Australian Government the cable advice that alterations have been made in the Customs Tariff of Australia which came into operation on 25th March, 1920, and which is now being discussed by Parliament.

The alterations so far reported are further increases, operating from 17th September, 1920, in the rates of duty on:—

		This makes new rate from U.S.A and Canada.
Beer	6d. per gallon.	In bulk 3s. per gallon. In bottle 3s. 6d. per gallon.
Spirits	3s. "	Brandy 31s. per gallon. Whisky 33s. per gallon. Gin 32s. per gallon.
Manufactured tobacco	8 d. per lb.	5s. 4d. per lb. Cut, 5s. 7d. per lb.
Cigarettes	1s. "	12s. per lb.
Cigars	1s. "	12s. per lb.

Similar increases have been made in excise rates on above goods manufactured in Australia.

COTTON GROWING IN MESOPOTAMIA.

In view of the present scarcity in the supply of cotton, the attempts now being made to establish cotton growing on a large scale in Mesopotamia are of particular interest. Cotton has been grown in Mesopotamia from very ancient times and is still cultivated in small quantities by the Arabs in conjunction with food crops along the banks of both the Tigris and Euphrates. The fibre is used locally for spinning and as a stuffing material for pillows and mattresses. The country possesses a soil and climate favourable to the production of large yields of excellent cotton and in course of time it should add materially to the world's supply.

Since 1917 experiments have been conducted by an expert from the Indian Agricultural Service with a view to discovering the most suitable kinds to grow, and the results of the work done in this connection and the prospects of establishing a cotton growing industry are fully dealt with in the current number of the *Bulletin of the Imperial Institute*. So far, American types of cotton seem to be the most suitable for cultivation in Mesopotamia. The members of a deputation of the British Cotton Growing Association, which visited the country towards the end of last year, were very favourably impressed with its possibilities for cotton production.

The acreage which will eventually be planted with cotton in Mesopotamia will depend on the quantity of labour available and the area on which a perennial supply of water can be guaranteed. It seems likely that a total of 150,000 to 200,000 acres could be cultivated annually by the existing population if the necessary facilities, in regard to agricultural machinery, transport, etc., were provided. At a low estimate this area should produce from 15 to 20 million pounds of cotton yearly.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in Western Division and at Public Elevators in the East; also U.S. Atlantic Seaboard Ports.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending September 17, 1920.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
Fort William—	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
C. P. R.	119,537	8,891	70,363	.....	30,896	229,687
Empire Elevator Co.	Now Operating under a Private Terminal Elevator License.					
Consolidated Elevator Co.	194,368	4,370	5,958	66,095	772	271,563
Ogilvie Flour Mills Co.	137,792	5,982	34,601	.....	2,516	180,891
Western Terminal Elevator Co.	78,864	6,428	9,690	18,303	.....	113,285
G. T. Pacific	48,081	19,250	12,363	32,698	1,636	114,028
Grain Growers' Grain Co.	419,585	8,580	84,176	.....	23,546	535,887
Fort William Elevator Co.	51,739	6,498	7,289	12,394	9,958	87,878
Eastern Terminal Elevator Co.	Now operating under a Private Terminal Elevator License.					
Northwestern Elevator Co.	165,582	22,690	65,230	43	1,134	254,679
Port Arthur—						
Port Arthur Elevator Co.	124,103	1,580	48,925	373	9,966	184,947
Sask. Co-op. Elevator Co.	12,819	651	727	73,388	487	88,072
Canadian Government Elevator	301,611	45,331	10,530	95,399	4,013	456,884
Thunder Bay	Now operating under a Private Terminal Elevator License.					
Davidson and Smith	6,653	2,848	1,067	.....	423	10,991
Eastern—Richardson	Now operating under a Private Terminal Elevator License.					
Total Public Terminal Elevators....	1,660,734	1,133,099	350,919	298,693	85,347	2,528,792
Total Private Terminal Elevators..	481,612	69,698	112,187	52,650	11,228	727,375
Saskatoon Can. Govt. Elevator.....	6,641	9,489	180	1,587	.....	17,897
Moosejaw Can. Govt. Elevator.....	136,617	11,373	.....	2,661	†67 7,631	158,349
Calgary Can. Govt. Elevator.....	783	17,570	4,865	.....	161	23,379
Vancouver, Can. Govt. Elevator.....	20,961	594	.....	.....	.....	21,555
Total Interior Terminal Elevators..	165,002	39,026	5,045	4,248	†67 7,792	221,180
Depot Harbour.....			None in store.			
Midland—						
Aberdeen Elevator Co.....	2,100	.....	.....	.....	.....	2,100
Midland Elevator Co.....			None in store.			
Tiffin, G.T.P.....	10,000	.....	.....	.....	.....	10,000
Port McNicoll.....	1,150,189	200	.....	.....	.....	1,150,389
Collingwood.....	.....	.....	.....	.....	.....	.....
Goderich—						
Elevator and Transit Co.....	11,808	4,602	.....	6,182	.....	22,592
West. Can. Flour Mills Co., Ltd.....	1,012	.....	.....	.....	.....	1,012
Toronto—						
Campbell Flour Mills Co.....	4,979	.....	788	.....	.....	5,767
Kingston—						
Montreal Transportation Co.....	.....	.....	.....	.....	.....	.....
Commercial Elevator Co.....			None in store.			
Port Colborne Dom. Govt. Elevator....	159,050	.....	.....	.....	.....	159,050
* " Maple Leaf Milling Co., Ltd.	88,880	.....	.....	.....	.....	88,880
Prescott.....	.....	.....	.....	.....	.....	.....
Montreal—						
Harbour Commissioners Nos. 1 & 2..	2,775,322	206,819	260,081	21,629	15,434	3,279,285
Montreal Warehousing Co.....	1,745,641	.....	.....	.....	.....	1,745,641
Ogilvie Flour Mills Co.....			None in store.			
Quebec Harbour Commissioners.....	9,390	19,314	.....	.....	.....	28,704
West St. John, N.B., C.P.R.....			None in store.			
St. John, N.B., Can. Nat. Rys.....			"	"		
Halifax, N.S., " "			"	"		
Total Public Elevators.....	5,958,371	230,935	260,869	27,811	15,434	6,493,420
Total Country Elevators.....			Not available.			
U.S. Atlantic Seaboard Ports—						
Portland, Maine.....			Not operating.			
Baltimore, Maryland	3,240				7,630	10,870
Total U.S. Atlantic Seaboard Ports	3,240	.....	.....	.....	7,630	10,870
Total quantity in store.....	8,268,959	472,758	729,020	383,402	127,498	9,981,637

*Week ending Sept. 10, 1920.
†Corn.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Public Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East, for the week ending September 17, 1920.

Grades.	Account Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard		9,242			9,242
No. 1 Northern		892,409	115,761	3,190,016	4,198,186
No. 2 "		320,510	6,177	1,074,816	1,401,503
No. 3 "		126,049	36,544	643,278	805,871
No. 4 Wheat		36,265	24	146,131	182,420
No. 5 "		*649		106,522	105,873
No. 6 "		1,998			1,998
Other		274 910	6,496	797,608	1,079,014
Totals		1,660,734	165,002	5,958 371	7,784,107
Oats—					
No. 1 C.W		2,549			2,549
No. 2 "		33,464	10,533	16,166	60,163
No. 3 "		34,861	4,201	88,617	127,679
Ex. No. 1 Feed		10,804	2,802	7,077	20,683
No. 1 Feed		7,323	4,981	22,228	34,532
No. 2 "		13,989	3,246	53,837	71,072
Other		30,109	13,263	43,010	86,382
Totals		133,099	39,026	230,935	403,060
Barley—					
No. 3 extra C.W					–
No. 3 C.W		171,692	4,048	143,306	319,046
No. 4 "		102,214	607	53,587	156,408
Feed		22,646	390	7,279	30,315
Rejected		40,992		44,719	85,711
Other		13,375		11,978	25,353
Totals		350,919	5,045	260,869	616,833
Flax—					
No. 1 Northwestern Canada		136,031	774	6,182	142,987
No. 2 C.W		58,441	1,056		59,497
No. 3 "		57,052	57	11,204	68,313
Rejected			2,361	10,425	12,786
Other		47,169			47,169
Totals		298,693	4,248	27,811	330,752
Rye—					
No. 1 C.W		44,712			44,712
No. 2 "		30,881	7,682		38,563
No. 3 "					–
No Grade		611			611
Rejected		1,174	34		1,208
Other		7,969	76	15,434	23,479
Totals		85,347	7,792	15,434	108,573
Corn			67		67
Total quantity in store		2,528,792	221,180	6,493,420	9,243,392

*Overshipped.

Quantity of Wheat and other Grain in store at Public Terminal Elevators, Private Terminal Elevators, Interior Terminal Elevators, Country Elevators, U.S. Atlantic Seaboard Ports and Public Elevators in the East, on September 17, 1920, with comparisons for five years.

—	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
September 17, 1920—			
Public Terminal Elevators	1,660,734	868,058	2,528,792
Private " "	481,612	245,763	727,375
Interior " "	165,002	56,178	221,180
Country Elevators	Not	Available.	
U.S. Atlantic Seaboard Ports	3,240	7,630	10,870
Public Elevators in the East	5,958,371	535,049	6,493,420
Total	8,268,959	1,712,678	9,981,637
September 19, 1919—			
Public Terminal Elevators	4,626,699	1,491,084	6,117,783
Interior " "	15,021	126,176	141,197
Public Elevators in the East	1,533,463	2,069,962	3,603,425
Total	6,175,183	3,687,222	9,862,405
September 20, 1918—			
Public Terminal Elevators	302,524	2,476,854	2,779,378
Interior " "	58,583	145,145	203,728
Public Elevators in the East	451,721	1,893,393	2,345,114
Total	812,828	4,515,392	5,328 220
September 21, 1917—			
Public Terminal Elevators	3,077,197	3,437,337	6,514,534
Interior " "	184,533	116,050	300,583
Public Elevators in the East	2,162,219	1,062,262	3,224,481
Total	5,423,949	4,615,649	10,039,598
September 22, 1916—			
Public Terminal Elevators	3,731,270	3,936,114	7,667,384
Interior " "	281,845	71,174	353,019
Public Elevators in the East	5,715,596	8,951,794	14,667,390
Total	9,728,711	12,959,082	22,687,793
September 24, 1915—			
Public Terminal Elevators	4,181,642	1,375,153	5,556,795
Interior " "	41,758	1,216	42,974
Public Elevators in the East	670,779	337,635	1,008,414
Total	4,894,179	1,714,004	6,608,183

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

Receipts and Shipments of the different kinds of Canadian Grain at the Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in the Western Division, and Public Elevators in the East; also United States Atlantic Seaboard Ports for the week ending September 17, 1920.

PUBLIC TERMINAL ELEVATORS.

		Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Receipts	Rail	1,404,561	46,410	199,958	14,580	50,990	.....	1,716,499
Shipments	Vessel	807,924	.....	31,492	40,481	.....	.....	879,897
	Rail	68,793	37,612	45,712	37,076	.....	.....	189,193

PRIVATE TERMINAL ELEVATORS.

Receipts	Rail	562,761	96,744	100,080	19,354	6,667	.....	785,606
Shipments	Vessel	355,940	.....	.....	.....	.....	.....	355,940
	Rail	72,634	79,460	54,124	.....	3,093	.....	209,311

INTERIOR TERMINAL ELEVATORS.

Receipts	Rail	2,880	.....	.....	.....	3,271	.....	6,151
Shipments	Rail	42,494	5,093	.....	.....	4,844	.....	52,431

COUNTRY ELEVATORS, WESTERN DIVISION.

Receipts	Rail	Not available.
Shipments	Rail	

PUBLIC ELEVATORS IN THE EAST.

GEORGIAN BAY PORTS.

Receipts	Vessel	121,147	.....	15,471	17,885	.....	.....	154,503
Shipments	Rail	697,476	2,000	16,765	11,703	.....	.....	727,944

LOWER LAKE PORTS.

Receipts	Vessel	221,282	.....	.....	.....	.....	.....	221,282
	Rail	33,966	5,018	788	.....	.....	.....	39,772
Shipments	Vessel	69,096	.....	.....	.....	.....	.....	69,096
	Rail	107,383	5,018	.....	.....	.....	.....	112,401

ST. LAWRENCE PORTS.

Receipts	Vessel	39,869	.....	.....	.....	.....	.....	39,869
	Rail	1,368,740	123,360	109,726	.....	9,251	.....	1,611,077
Shipments	Vessel	595,644	129,479	178,371	.....	.....	.....	903,494
	Rail	37,993	.....	.....	.....	.....	.....	37,993

SEABOARD PORTS.

Receipts	Rail	.....	.....	.....	.....	.....	.....	–
Shipments	Vessel	.....	.....	.....	.....	.....	.....	–

TOTAL, PUBLIC ELEVATORS IN THE EAST.

Receipts	Vessel	382,298	.....	15,471	17,885	.....	.....	415,654
	Rail	1,402,706	128,378	110,514	.....	9,251	.....	1,650,849
Shipments	Vessel	595,644	129,479	178,371	.....	.....	.....	903,494
	Rail	.....	37,993	.....	.....	.....	.....	37,993

U.S. ATLANTIC SEABOARD PORTS.

Receipts	Rail	3,240	.....	.....	.....	7,630	.....	10,870
Shipments	Vessel	.....	.....	.....	.....	.....	.....	.....

Quantity of United States Grain in Store, Received and Shipped at the Public Elevators in the East for the week ending September 17, 1920, in comparison with the same period last year.

—	Wheat.	Oats.	Barley.	Rye.	Corn.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Depot Harbour Elevator	.....	142,549	.....	.....	.....	142,549
Port McNicoll, C.P.R.	42,023	.....	.....	106,502	.....	148,525
Montreal Harbour Commrs. 1 and 2	630,140	.....	27,469	89,106	272,305	1,019,520
Total	672,163	142,549	27,469	195,608	272,805	1,310,594
Same period last year	279,904	84,735	33,426	272,738	32,006	702,809

Georgian Bay Ports.

—	Receipts.		Shipments.	
	Water.	Rail.	Water.	Rail.
	Bush.	Bush.	Bush.	Bush.
Wheat	57,960	.....	.....	259,354
Oats	67,935	.....	.....	6,100
Barley	.....	.....	.....	2,740
Rye	316,654	.....	.....	210,151

Lower Lake Ports.

Wheat	52,482	–		

St. Lawrence Ports.

Wheat	214,363	494,196	630,740	–
Oats	.....	.....	.....	3,852
Barley	.....	.....	26,637	–
Corn	.....	17,186	22,544	–
Rye	.....	14,903	42,857	–

ELECTRICAL EQUIPMENT FOR PAPER MILL IN SWEDEN.

The only paper mill in Sweden deriving its steam exclusively from electrical energy is Vargon's paper mill and sulphite factory. This mill, before its coal-burning power plant burned down last year, required 20,000 tons of fuel per year. The power plant which replaces the one destroyed has just been completed and is equipped with seven electrically heated boilers, which develop the steam for the entire mill.

NEW RUBBER PROCESS.

A recent demonstration in India of a new process for the vulcanization of rubber took place at the Manchester College of Technology, it is announced in an issue of *Commerce*. Vulcanization of crude rubber mixed with a large proportion of waste material like leather shavings or swadust was proved by this method to be chemically possible, as well as a saving in time and cost compared with existing methods. It is claimed that this process will produce a material which will stand the test of wear and weather.

FOREIGN EXCHANGE QUOTATIONS FOR THE WEEK ENDING SEPTEMBER 22.

The Foreign Exchange Department of the Bank of Montreal has furnished the following statement of the nominal closing quotations for all the principal exchanges for the week ending September 22. Those for the week ending September 15 are also given for the sake of comparison. Similar quotations will be published in the *Weekly Bulletin* regularly every week in future:—

	Parity.		Week ending September 15, 1920.	Week ending September 22, 1920.
Britain ..£	1.00	$4.86	3.865	3.864
France ..Fr.	1.	.193	.072	.076
Italy ..Lira	1.	.193	.047	.048
Holland ..Florin	1.	.402	.342	.342
Belgium ..Fr.	1.	.193	.077	.081
Spain ..Pes.	1.	.193	.161	.162
Portugal ..Esc.	1.	1.08	.182	1.83
Switzerland ..Fr.	1.	.193	.179	.178
Germany ..Mk.	1.	.238	.018	.184
Greece ..Dr.	1.	.193	.117	.116
Norway ..Kr.	1.	.268	.151	.149
Sweden ..Kr.	1.	.268	.223	.222
Denmark ..Kr	1.	.268	.151	.149
Japan ..Yen	1.	.498	.565	.568
India ..R	1.	.342	.383	.382
United States .. $	1.	1.00	1.11	1.11
Argentina ..Pes.	1.	.965	1.35	1.31
Brazil ..Mil.	1.	.546	.216	.212
Roumania ..Lei	1.	.193	.023	.013

NEW INCORPORATIONS.

Dominion.

Traders of Canada, Limited. Incorporators: James Cumberford, mining engineer; Alexander George Mackenzie, barrister; and others—all of Amherst, N.S. Cpaital $100,000, divided into 1,000 shares of $100 each. Chief place of business, Amherst.

North Country Exploration & Mining Company, Limited. Incorporators: Arthur Findlay Armstrong, bookkeeper; and others—all of Montreal. Capital $1,000,000, divided into 1,000,000 shares of $1 each. Chief place of business, Montreal.

Adolphe Huot, Limited. Incorporators: Joseph Clifford Huot and Wilbrod Huot, merchants; Albert Sevigny, advocate; and others—all of Quebec. Capital $200,000, divided into 2,000 shares of $100 each. Chief place of business, Quebec.

Gillespie Grain Company, Limited. Incorporators: John Gillespie, grain dealer; and others—all of Edmonton. Capital $1,500,000, divided into 15,000 shares of $100 each. Chief place of business, Edmonton.

Gulf of St. Lawrence Shipping Company, Limited. Incorporators: John Hyde, chartered accountant; William Sydney Sprott, accountant; and others—all of Montreal. Capital $500,000, divided into 5,000 shares of $100 each. Chief place of business, Montreal. (Private company).

Magnolia Metal Company of Canada, Limited. Incorporators: Aubrey Huntingdon Elder, Felix Winfield Hackett, advocates; and others—all of Montreal. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of business, Montreal.

The McLagan Phonograph Corporation, Limited. Incorporators: David McKenzie Wright, William John Anderson and Frederick George Scrimgeour, manufacturers; and others—all of Stratford. Capital $300,000, divided into 3,000 shares of $100 each. Chief place of business, Stratford.

Glovers, Tanning & Knitting, Limited. Incorporators: Leon Pelletier, foreman; George Beauchamp, manager; and Robert Poisson, advocate; and others—all of Montreal. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of business, Montreal.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "The Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa," or The Secretary of the Canadian Manufacturers' Association, Toronto, Montreal, Winnipeg, Amherst, N.S., and Vancouver, or The Secretary of the Board of Trade at Toronto, Hamilton, Kingston, Brandon, Halifax, Montreal, Quebec, St. John, Sherbrooke, Vancouver, Victoria, Winnipeg, Edmonton, Calgary, Moosejaw, Saskatoon, Sault Ste. Marie, Fort William, Port Arthur, Moncton, Regina, New Westminster, B.C., Sydney (Cape Breton), North Sydney (Cape Breton), Guelph, Peterborough, Brantford, Kitchener, St. Mary's, Ont., Chambre de Commerce de Montreal, The London, Ont., Chamber of Commerce, The Stratford Chamber of Commerce, The Border Chamber of Commerce, Windsor, Ont., and Kitchener Manufacturers' Association.

Food Products.

1932. **Canned blueberries.**—A firm in the north of England are prepared to purchase canned blueberry (1 and 2 pounds) in lots of 100 cases, and as a preliminary invite samples and prices from Canadian packers.

1933. **Cheese, bacon, and fruit.**—An English importer who owns a large number of stores in the north of England desires to obtain from Canada cheese, bacon, and fruit direct from the packer.

1934. **Flour for East Africa.**—A firm of importers who already represent a number of English and Scottish firms desire to be placed in touch with a good firm of Canadian millers who would appoint them as selling agents on a commission basis. This firm are of the opinion that there is a good market for Canadian flour in East Africa, and would like quotations c.i.f. Mombasa or Kilindini, either via the United Kingdom or South Africa.

1935. **Food products.**—A firm specializing in the importation of food products into Egypt would like to hear from Canadian exporters of preserved fish, vegetables, fruits, flour, sugar, tea, etc.

1936. **Cereals and flour.**—A flour and grain merchant in Alexandria would like to enter into relations with Canada.

1937. **Fish.**—An important Greek firm in Alexandria, with branches at the Piræus, inquire for Canadian dried, smoked, pickled and tinned fish.

Metals, Implements, and Hardware.

1938. **Farming implements.**—Canadian manufacturers of farming implements are asked to communicate with a St. John's, Nfld., inquirer.

1939. **Axes.**—A commission agent in St. John's, Nfld., is open to represent Canadian manufacturers of axes and edged tools.

1940. **Metals, etc.**—A Manchester firm is prepared to consider offers of iron, steel, copper, brass, zinc, aluminium, and all kinds of scrap.

1941. **Electrical supplies.**—A commission agent in St. John's, Nfld., desires to represent Canadian manufacturers of all kinds of electrical supplies.

1942. **Agricultural machinery, etc.**—A firm in Alexandria which has already sold Canadian agricultural machinery would be disposed to negotiate with Canadian houses for agricultural machinery, cream separators, belting, pumps, etc.

1943. **Hardware.**—A sales agency in Barbados would like to secure the agency for small hardware of all kinds, also nails.

1944. **Foundry materials.**—A firm of manufacturers' agents in Barbados are desirous of representing a house supplying foundry materials, such as iron rods, etc. Good references.

1945. **Iron and steel products.**—An English commission agent located in Egypt inquires for Canadian iron and steel products and for hardware.

1946. **Electrical machinery and apparatus; pumps; engines.**—An important firm in Alexandria, representing several large English houses, inquire for Canadian products.

1947. **Painters' brushes.**—A Scottish importer desires to hear from manufacturers of painters' brushes in Canada. He would like to receive catalogues and sample lots, and wants to get in touch with those who can make early deliveries.

Paints, Soap, and Minerals.

1948. **Paints, oils, and varnishes.**—A firm of commission agents in Trinidad desire to secure an agency for paints, oils, varnishes and leads. Good references.

1949. **Soap.**—A firm of commission agents in Demerara, British Guiana, wish to secure a Canadian agency for soap.

1950. **Red carbolic soap.**—A firm in the south of England are open to purchase from Canada red carbolic soap in boxes of about 35 pounds, each containing 50 half-bars. Manufacturers should quote c.i.f. Seccondee, West Africa, and forward samples.

1951. **Asbestos brake lining.**—A Bristol company require supplies of asbestos brake lining, and invites offers from Canadian manufacturers of same.

Automobiles and Accessories.

1952. **Autos and accessories.**—A very important automobile importing firm in Cairo and Alexandria would be disposed to handle Canadian cars and accessories. At present this firm is handling Canadian tires.

1953. **Autos and accessories.**—An Italian firm with a New Zealand partner in Alexandria inquire for autos and accessories.

1954. **Automotive supplies.**—A firm of manufacturers' agents in Barbados are open to represent a Canadian firm supplying a complete stock of automotive goods. Good references can be given.

Glass and Optical Goods.

1955. **Glass (sheet).**—A South African firm of importers, with branch warehouses in several cities of the Union, ask for quotations on sheet glass.

1956. **Domestic glass.**—A London firm of import and export merchants are desirous of obtaining the agency of Canadian manufacturers of domestic glass.

1957. **Optical goods.**—A Cape Town firm, specialists in optical goods, ask for catalogues and prices, and when possible samples, of any line for this trade.

Wood and Paper.

1958. **Bent ashwood.**—A firm in Sialkot, British India, with branches at Calcutta, Madras, Lucknow, and Delhi, wish to obtain rough bent ashwood tennis frames from Canada.

1959. **Furniture.**—A sales agency in Barbados, with good references, desire to represent a Canadian firm supplying general household and office furniture.

1960. **Paper.**—An import house in Cairo desire to get into touch with Canadian exporters of paper (newsprint, writing, packing, etc.).

1961. **Paper.**—A firm at Naaldwyk, Holland, are interested in the importation of paper from Canada.

1962. **Paper.**—A manufacturers' agent in Barbados, in good standing, wishes to get in touch with a Canadian paper house supplying wrapping and printing paper. Would like to have samples and prices with weights and sizes, and to know if paper is packed in open sheets or rolls.

Pianos.

1963. **Pianos.**—A London company would be glad to receive catalogues, prices, etc., from Canadian manufacturers of pianos and player pianos seeking export trade. They are also desirous of securing agencies for piano actions.

1964. **Pianos, players, etc.**—A London firm of piano manufacturers and dealers would be glad to come to an arrangement with Canadian manufacturers able to supply large quantities of low-priced pianofortes, players, etc. Bankers' reference.

Miscellaneous Products and Representation.

1965. **Flour and grain, provisions, clothing, household goods, etc.**—An old-established firm of manufacturers' representatives, with head office at Trinidad, who cover the whole of the British West Indies (with the exception of Jamaica), British and Dutch Guiana, and Venezuela, are desirous of securing additional Canadian agencies upon a commission basis. Their requirements include: flour and grain, provisions (including all sorts of canned goods and pickled and dried fish and beef-stuffs), articles for wear of men, women and children, household goods, agricultural and artisans' tools, etc., boots and shoes (particularly canvas rubber soles).

1966. **Woodduck feathers.**—A London feather merchant is desirous of getting into touch with Canadian firms who could supply him with bronze feathers suitable for fishing flies. The woodduck or summer duck is suggested as particularly suitable, and the inquirer is open to purchase from 1,500 to 2,000 bird skins dried and free from moth, or preferably the bronze feathers themselves.

1967. **Agencies.**—A South African firm of commission agents request correspondence from Canadian manufacturers seeking representation in South Africa. Any line except machinery, leather goods, paper, and ladies' and children's dresses.

1968. **Agencies.**—A Cape Town firm of agents, covering all centres of South Africa, are seeking the representation of Canadian manufacturers prepared to export such lines as chemists' sundries, toilet requisites, canned goods, foodstuffs, and proprietary lines of any kind.

1969. **Indent agents.**—A South African firm, importers of paper, printers' supplies and calendar material, are seeking an indent agency firm in Canada.

1970. **Indent house.**—A Cape Town firm of importers are making inquiry regarding a Canadian indent house for their Canadian exports.

1971. **Agency.**—A Cape Town commission agent is seeking the representation of iron and steel goods of all kinds, except machinery.

1972. **Leather cloth.**—A Johannesburg firm of manufacturers' representatives make inquiry as to the possible supply of imitation leather from Canada.

1973. **Twines and string.**—One of the best South African agency firms, covering every centre of South Africa, make inquiry for either purchase or agency arrangement on Canadian-made twines and string.

1974. **Ships' chandlers.**—A Cape Town firm ask for catalogues, price lists, and correspondence from Canadian manufacturers for any line suitable for ship chandlers' stores, including ropes, coir and manilla; wire ropes, all kinds; engine packings; iron sheets, galvanized; brass and copper; paints, all kinds; engines; raw and boiled oils; motors (any make); sailing boats; ducks for sail purposes, sailing and row boats and supplies.

1975. **Architectural specialists.**—A Cape Town firm, with full knowledge and established connection in above line, request correspondence from Canadian manufacturers of any line under this heading.

1976. **Paper, hardware, boots and shoes.**—An important firm in Alexandria and Cairo, with sister houses throughout the world, are anxious to do business with Canadians in the foregoing and other articles suitable for the Egyptian market.

1977. **Gloves.**—A firm in London are desirous of securing the agencies of Canadian manufacturers of gloves (kid, fabric, etc.).

1978. **General merchandise.**—A newly organized English company in Cairo is in the market for handling Canadian agencies in Egypt.

1979. **General products.**—An English company in Alexandria, which can be highly recommended, are open to take up Canadian agencies in products which interest the Egyptian market.

1980. An English firm of importers and exporters at Cairo desire to hear from Canadian companies interested in doing business with Egypt.

1981. **Representation.**—A well-known firm in Pretoria, Transvaal, desire to represent Canadian firms in South Africa, and suggest among other articles salmon, maple syrup, and moccasins. This firm covers the whole of South Africa and represent all articles for which no technical knowledge is required in the salesman. They bear all expenses incidental to travelling and charge a commission of 7½ per cent on net invoice values. They pay cash against documents in Canada. References.

1982. **Wines and liquors.**—A concern in Juarez, Mexico, are in the market for all kinds of wines and liquors, and wish to receive quotations on such as packed ready for shipment.

1983. **Magnesia pipe covers.**—Important Dutch firm, who yearly buy large quantities of magnesia pipe covers for the insulation of steam conductors, are anxious to be placed in touch with Canadian manufacturers of this commodity. They are required for next year for direct shipment to the Dutch colonies, and large orders can be booked.

1984. **Yorkshire-bred swine.**—A Japanese firm, located in Tokyo, Japan, are desirous of getting into touch with Canadian exporters of such. These pigs are desired for breeding purposes, and must be accompanied by a certificate of pedigree.

1985. **Druggists' sundries.**—The largest and most important foreign drug company in Japan are anxious to get in touch with manufacturers of druggists' sundries, such lines as toilet articles of various kinds and things which are generally sold in a drug store, with the exception of medicinal preparations. Catalogues and price lists are requested immediately.

1986. A firm in Rangoon desire to take up agencies for shipping companies and mercantile firms in Canada for Rangoon and the outports. References.

1987. **Representation.**—A Britisher now in New York and about to visit Canada wishes to arrange to represent Canadian manufacturers while taking a trip to New Zealand, Australia, Dutch East Indies, Siam, Straits Settlements, Burma, British India, Ceylon, and South Africa.

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

60. **R.S.**—A Canadian who served four years overseas is at present acting as travelling salesman for a wholesale stationery company in Canada, but proposes to leave shortly for London, England, with the intention of opening up an agency there. He would like to get into communication with Canadian manufacturers who require representation.

61. **R.S.**—Ex-officer, graduate of McGill University in arts and law, with extensive experience in mortgage, land, and insurance organization, good linguist, with knowledge of Spanish and Portuguese, wishes to go to South America as representative of export firms.

62. **R.S.**—Two returned soldiers who are carrying on a commission business in New Westminster, B.C., would like to secure agencies for Canadian manufactures. They are especially interested in woodworking industries.

63. **R.S.**—A returned soldier well acquainted with wholesale shipping and manufacturing firms in the United Kingdom, where he was a manufacturers' agent prior to 1912, proposes establishing in the United Kingdom an agency for Canadian goods. He has financial backing to the extent of $50,000, and has arranged for some Canadian agencies, but wishes to secure additional agencies for both manufactured goods and food products.

64. **R.S.**—Returned soldier, good business training, well connected in Scotland, holding teacher's certificate in Scotland and possessing tact, fluency, and executive ability, desires to represent manufacturer in British Empire. Unmarried.

65. **R.S.**—Returned soldier, Belgian born, formerly employed as interpreter on headquarters staff, intends visiting Europe on business. Would undertake commissions or the selling of goods on a commission basis. Speaks four languages fluently, and will cover seven countries on his trip.

66. **R.S.**—A former officer of the Canadian Expeditionary Force, with experience as general sales agent and pre-war connections in England and Belgium, is leaving for Brussels in October and seeks representation for any Canadian firms interested. Would also undertake special commissions and inquiries on behalf of Canadian manufacturers.

67. **R.S.**—Two Canadian officers who served for three years in the British Army in Mesopotamia have established themselves as merchants in Bagdad, Mesopotamia. They would like to get in touch with Canadian exporters both of food products and manufactured goods. They are particularly interested in wire fencing and reinforced concrete posts, brick-making machinery, fuel oil engines from 20 to 40 horse-power with centrifugal pump for irrigation with lift of 25 feet.

68. **R.S.**—Ex-officer of the Imperial Army, now repatriated and established as importer and exporter in Toronto, wishes to be placed in touch with manufacturers who are considering the Indian market. Served in the Indian theatre for three years, and had the opportunity for studying Indian industry after the armistice.

69. **R.S.**—Representation in Central and South America: Captain in Canadian Expeditionary Forces, four years' active service overseas, wishes to secure representation of Canadian manufacturers who are disposed to open commercial relations in Central and South America. At present connected with large American export firm. Recently returned from a trip to Central and South America, where prospects looked very good for Canadian goods. Spent several years in this territory previous to going overseas. Speaks English, Spanish and French. Best references furnished.

70. **R.S.**—Ex-officer of the Tank Corps, who had special opportunities during the war for making connections in the industrial centres of Great Britain, is returning overseas about the middle of September to continue post-graduate work in industrial research at the University of London. He will consider offers from firms desiring representation in Great Britain, or will undertake any special transactions requiring a British representative. Has adequate facilities for introductions to all British trade circles.

71. **R.S.**—An English business man, 30 years of age, who was living in Brazil when war broke out, came to Canada and enlisted for service overseas. Since being discharged he has been employed in Canadian business houses. He now proposes to return to Brazil and wishes to arrange to represent Canadian manufacturers who wish to export to Brazil. Although born in England, he lived for some years in Brazil and can speak and write Portuguese, as well as Spanish. He will return to Brazil by way of the West Indies, and will be glad to take agencies for the West Indies as well as Brazil. He had ten years' experience in the West Indies and Brazil, and is prepared to handle drygoods, flour, feedstuffs, shelf hardware, steel goods, canned goods, patent medicines, toilet goods, dried cod and other fish.

72. **R.S.**—A young Canadian who served as Chinese interpreter in France during the war would like to arrange with a Canadian firm or group of firms to send him to China where he had five years' experience previous to the war. He was also connected with the Canadian missions in China for five years in a business capacity, having had business experience in Canada previous to going to China. He has travelled 2,000 miles into the interior of China and is well acquainted with Chinese conditions. Good references can be furnished.

73. **R.S.**—A returned soldier, 30 years of age, at present holding a responsible Government position, desires Canadian agencies in Great Britain. He has a good connection and has had considerable commercial and selling experience. He will locate in Manchester.

PROPOSED SAILINGS FROM CANADIAN PORTS.*

Subject to change without notice.

From Quebec.

To LIVERPOOL.—*Victorian,* C.P.O.S. Line, about September 29; *Empress of France,* C.P.O.S. Line, about October 6; *Empress of Britain,* C.P.O.S. Line, about October 13; *Prince Frederick Wilhelm,* C.P.O.S. Line, about October 20.

From Montreal.

To LIVERPOOL.—*Canadian Conquerer,* Canadian Government Merchant Marine, Ltd., about October 1; *Melita,* C.P.O.S. Line, about October 2; *Canadian Conquerer,* Canadian Government Merchant Marine, Ltd., about October 6; *Dominion,* White Star-Dominion Line, about October 9; *Megantic,* White Star-Dominion Line, about October 16; *Minnedosa,* C.P.O.S. Line, about October 16; *Metagama,* C.P.O.S. Line, about October 23; *Dominion,* White Star-Dominion Line, about October 23; *Canadian Victor,* Canadian Government Merchant Marine, Ltd., about October 26.

To LONDON.—*Canadian Aviator,* Canadian Government Merchant Marine, Ltd., about September 28; *Montezuma,* C.P.O.S. Line, about October 1; *Vennonia,* Cunard Line, about October 5; *Holbrook,* C.P.O.S. Line, about October 8; *Wyncote,* Manchester Liners, early October; *Verentia,* Cunard Line, about October 19; *Canadian Raider,* Canadian Government Merchant Marine, Ltd., about October 30; *Canadian Rancher,* Canadian Government Merchant Marine, Ltd., about October 30.

To GLASGOW.—*Sicilian,* C.P.O.S. Line, about October 13; *Canadian Trooper,* Canadian Government Merchant Marine, Ltd., about October 6; *Cassandra,* Anchor-Donaldson Line, about October 16; *Cabotia,* Anchor-Donaldson Line, about October 21; *Pretorian,* C.P.O.S. Line, about October 22; *Canadian Navigator,* Canadian Government Merchant Marine, Ltd., October 23; *Corsican,* C.P.O.S. Line, about October 29.

To NEWCASTLE-ON-TYNE.—*Scatwell,* Thomson Line, about September 30.

To SOUTHAMPTON.—*Scandinavian,* C.P.O.S. Line, about October 9; *Grampian,* C.P.O.S. Line, about October 15.

To BRISTOL AND SWANSEA.—*Batsford,* C.P.O.S. Line, about October 15.

To AVONMOUTH DOCK (Bristol).—A steamer, Cunard Line, about October 19; *Turcoman,* Dominion Line, about October 23.

To CARDIFF AND SWANSEA.—*Canadian Signaller,* Canadian Government Merchant Marine, Ltd., about September 28; *Canadian Otter,* Canadian Government Merchant Marine, Ltd., about October 23.

To MANCHESTER.—*Manchester Mariner,* Manchester Liners, about September 30; *Manchester Corporation,* Manchester Liners, about October 14; *Manchester Civilian,* Manchester Liners, about October 21.

To LEITH.—*Scatwell,* Thomson Line, about September 30; *Cairndhu,* Thomson Line, about October 5.

To DUBLIN.—*Carrigan Head,* Head Line, about October 10.

To BELFAST.—*Lord Antrim,* Head Line, about October 5.

To ANTWERP.—*Scandinavian,* C.P.O.S. Line, about October 9; *Grampian,* C.P.O.S. Line, about October 15.

To ROTTERDAM.—*Fanad Head,* Head Line, about October 15.

To HAMBURG.—*Montezuma,* C.P.O.S. Line, about October 1; *Fanad Head,* Head Line, about October 15.

**These sailings are not complete, but are compiled from lists of prospective sailings supplied by shipping companies.*

To Barbados, Trinidad, and Demerara.—*Canadian Gunner,* Canadian Government Merchant Marine, Ltd., about September 30; *Beaver,* Canadian Government Merchant Marine, Ltd., about October 6; *Canadian Observer,* Canadian Government Merchant Marine, Ltd., about October 20.

To St. John's, Nfld.—*Canadian Miner,* Canadian Government Merchant Marine, Ltd., about October 5.

To South Africa (Cape Town, Port Elizabeth, East London, Durban, and Delagoa Bay).—*New Georgia,* Elder-Dempster Line, about October 10.

To West Africa (Dakar, Sierra Leone, Seccondee, Accra, Lagos, etc.).—*Chama,* Elder-Dempster Line, about October 7.

To Australasian Ports (Melbourne, Sydney, Auckland, Wellington, and Dunedin).—*Durham,* New Zealand Shipping Co., Ltd., about October 10; *Trevalgan,* New Zealand Shipping Co., Ltd., about October 20.

To Montevideo, Buenos Aires and Rosario.—*Hyacinthus,* Houston Lines, about October 10.

To Rio de Janeiro, Santos, Montevideo, and Buenos Aires.—*Canadian Miller,* Canadian Government Merchant Marine, Ltd., about October 20.

To Santiago de Cuba and Kingston (Jamaica).—*Canadian Sower,* Canadian Government Merchant Marine, Ltd., about October 23.

To India and Far Eastern Ports.—*Halesius,* Houston Line, about September 30; *City of Melbourne,* Ellerman-Bucknalls, about October 25; a steamer, Canadian Government Merchant Marine, Ltd., about October 25.

To Karachi, Bombay, Colombo, Madras, Rangoon, Calcutta, Singapore, Batavia, and Soerabaya.—*Boyne,* Canadian Government Merchant Marine, Ltd., and British India Steam Navigation Co., Ltd., joint service, about October 30.

From St. John.

To British West Indies.—*Chaleur,* Royal Mail Steam Packet Co., about October 3.

From Halifax.

To British West Indies.—*Chaudiere,* Royal Mail Steam Packet Co., about October 1.

To London.—*Lidlaw Range,* Furness, Withy & Co., about September 30.

To Liverpool.—*Stanmore,* Furness, Withy & Co., about September 28; *Ernemore,* Furness, Withy & Co., about October 2; *Ernemore,* Furness, Withy & Co., about October 6; *Sachem* (via Newfoundland), about October 8.

To Manchester.—*Manchester Mariner,* Manchester Liners, about October 5.

To Glasgow.—*Galtymore,* Furness, Withy & Co., about October 6.

From Sydney.

To Liverpool.—*Canadian Hunter,* Canadian Government Merchant Marine, Ltd., about October 25; *Canadian Settler,* Canadian Government Merchant Marine, Ltd., about October 30.

From North Sydney.

To St. John's, Nfld.—*Sable I.,* Farquhar & Co., about October 2.

From Victoria.

To Yokohama, Kobe, Hong Kong, and Manila.—*Ixion,* Blue Funnel Line, about October 5; *Talthybius,* Blue Funnel Line, about October 26.

From Vancouver, B.C.

To Australia and New Zealand.—*Canadian Winner,* Canadian Government Merchant Marine, Ltd., about September 30; *Rona,* Canadian-Australasian Royal Mail

Line, about October 10; *Tahiti*, Canadian-Australasian Royal Mail Line, about October 15; *Canadian Prospector*, Canadian Government Merchant Marine, Ltd., about October 30.

To LONDON, LIVERPOOL, AND GLASGOW (via Panama Canal).—*Orator*, Harrison Direct Line, middle October (via Victoria).

To YOKOHAMA, KOBE, HONG KONG, AND MANILA.—*Talthybius*, Blue Funnel Line, about October 13.

To YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, MANILA, AND HONG KONG.—*Empress of Asia*, C.P.O.S. Line, about October 21.

To YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, AND HONG KONG.—*Empress of Japan*, C.P.O.S. Line, about October 12.

To YOKOHAMA, MOJI, OF NAGASAKI, MANILA AND SINGAPORE.—*Methven*, C.P.O.S. Line, about October 10.

To KARATSU, SHANGHAI, HONG KONG, AND SINGAPORE.—*Bessie Dollar*, Dollar Steamship Lines, October 18.

To SHANGHAI, HONG KONG, AND SINGAPORE.—*M. S. Dollar*, Dollar Steamship Lines, October 10.

C.P.O.S. PACIFIC SERVICES.

With reference to the new steamer *Empress of Canada*, built by the Fairfield Shipbuilding and Engineering Company at Govan, Scotland, for the Trans-Pacific trade of the Canadian Pacific Ocean Services, Limited, and particulars of the launching of which were published in *Weekly Bulletin* No. 867, page 716, it is interesting to note that one of the most important features of this new steamer is that refrigerated cargo space has been provided for the carriage of eggs, meat, fruit, vegetables, poultry, apples, fish, etc., and the minimum temperature it will be possible to maintain in these refrigerated chambers will be 14°.

It is the intention of the Canadian Pacific Ocean Services, Limited, to sail the *Empress of Canada* from Liverpool in March, 1921, for a voyage around the world, calling at Gibraltar, Monaco, Naples, Port Said, Suez, Bombay, Colombo, Singapore, Batavia, Manila, Hongkong, Shanghai, Kobe and Yokohama, arriving Vancouver early in June, 1921, where she will be placed on the regular Oriental run.

The Canadian Pacific Ocean Services, Limited, have also enlarged upon their recently established direct service from Vancouver to Singapore to include Manila, with the steamers *Mattawa* and *Methven*. During the past it has been customary for the large "Empresses" only to call at this port, but the addition of the *Mattawa* and *Methven* will now give them four steamers calling at Manila, and when the *Empress of Canada* comes out, it will increase this to five, making a total of seven steamers on the Pacific run.

The troubles and difficulties which were experienced by the Canadian Pacific Ocean Services, Limited, due to the exigencies of the war, are now over, and with the gradual resumption of pre-war conditions, the Canadian Pacific Ocean Services, Limited, are again able to operate their vessels on regular schedule—a great feature of this service from both passenger and freight standpoint.

CANADIAN GOVERNMENT MERCHANT MARINE SERVICES TO INDIA.

The Canadian Government Merchant Marine, Limited, recently announced the opening of new trade routes from Canadian ports on the Atlantic and Pacific seaboards to India. The sailings from Montreal during the season of navigation will be operated jointly with the British India Steam Navigation Company of England, as will those from a Maritime Provinces port during the winter season. The new service is the complement of a service to China and Japan which will operate from Vancouver in conjunction with the Blue Funnel Line of Alfred Holt & Company, Limited. The Canadian Government Merchant Marine, Limited, also intend, simultaneously with the arrangement with Alfred Holt & Company to run on their own account a service to India from Vancouver.

SPARE PUBLICATIONS.

The Department of Trade and Commerce has on hand at present spare copies of a considerable number of publications which it would be glad to forward to any one in Canada desiring them, without charge, so long as the supply lasts. In some cases only single copies are available. Applications from libraries, universities, boards of trade or similar organizations will be given the preference. Applications should be addressed to "The Supplies Branch, Department of Trade and Commerce, Ottawa."

The demand for the spare publications heretofore listed has been very great and the supply in many cases exhausted within a day or so of the publication of the *Weekly Bulletin.*

Correspondents should confine their applications solely to the list given below. If other publications are desired a separate letter should be written.

Canada Grain Act, with Amendments, 1912.
Canadian Economic Commission to Siberia, 1919.
Census of Canada:
1901, Vol. 1, Population; 1911, Vol. 2, Religious Origins; 1890-91, Vol. 3; 1890-91, Vol. 4.
Census of the Northwest, 1885.
Census of the Northwest Provinces, Population and Agriculture, 1906.
Census of Statistics Monthly:
Vols. 7 and 8, 1914-15; Vols. 9 and 10, 1915-16.
China and Japan, 1914.
Chinese Markets for Canadian Products, 1919.
Coal Fields of Nova Scotia, 1909.
Dominion Election Act, 1917.
Final Report of the Fuel Controller, 1919.
German War and its Relation to Canadian Trade, 1914.
Grain Inspection in Canada, 1914.
Handbook for Export to South America, 1915.
Imperial Year Book, 1917-18.
Jubilee of Confederation, 1917. (English).
List of Licensed Elevators and Warehouses, 1919-1920.
Report of the Board of Grain Commissioners for Canada, 1917-1918.
Report on the Need for the Suppression of the Opium Traffic in Canada, 1908.
Royal Commission on Grain Trade in Canada, 1906.
Royal Commission on a Dispute between the Bell Telephone Company and Operators at Toronto, 1907.
Russian Trade, 1916.
Special Trade Commission to Great Britain, France, and Italy, 1916.
The Royal Commission re the Alleged Employment of Aliens by the Pere Marquette Railway in Canada, 1905.
Timber Export Trade of Australia, 1917.
Canadian Economic Commission to Siberia, 1919.
Trade after the War, 1916.
Trade with South China, 1919.
Trading in Spain, 1920.
Trial Shipments of Buckwheat via Panama Canal to the United Kingdom, 1918.
Wholesale Prices of Canada, 1910.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

G. B. Johnson, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rua Goncalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

H. A. Chisholm, Canadian Government Trade Commissioner, 501 and 502, Teniente Rey 11, Havana. Casa de Corres—Apartado 1290. *Cable Address, Cantracom.*

France.

Hercule Barré, Canadian Government Trade Capucines, Paris. *Cable Address, Stadacona.* Capucines, Paris. *Cable Address Stadacona.*

Holland and Belgium.

A. Stuart Bleakney, Canadian Government Trade Commissioner, c/o Chas. H. Demey, Esq., Rue Adolphe Max, Brussels.

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, vie Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; office 50-B Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Westminister House, Adderly street, Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

J. Vernon McKenzie, Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

W. C. Noxon, Director, Overseas Trade Branch of the Department of Trade and Commerce, 1 Regent Street, S.W. 1, Eng. *Cable Address, Canmission.*

United States.

John A. Cooper, Director Dominion Bureau of Information, 1463 Broadway, New York City.

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:
Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:
Valparaiso, British Consul General.

Colombia:
Bogota, British Consul General.

Ecuador:
Quito, British Consul General.
Guayaquil, British Consul.

Egypt:
Alexandria, British Consul General.

France:
Havre, British Consul General.
Marseilles, British Consul General.

India:
Calcutta. Director General of Commercial Intelligence.

Italy:
Genoa, British Consul General.
Milan, British Consul.

Mexico:
Mexico, British Consul General.

Netherlands:
Amsterdam, British Consul.

Panama:
Colon, British Consul.
Panama, British Vice-Consul.

Peru:
Lima, British Vice-Consul.

Portugal:
Lisbon, British Consul.

Spain:
Barcelona, British Consul General.
Madrid, British Consul.

Sweden:
Stockholm, British Consul.

Switzerland:
Geneva, British Consul.

Uruguay:
Monte Video, British Vice-Consul.

Venezuela:
Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 248 St. James Street, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows: H.M. Trade Commissioner: Post Office Box 683, Calcutta, for correspondence: Office address, Allahabad Bank Building, 6 Royal Exchange Place, Calcutta: that of the Commissioner for the Straits Settlements is: Mr. A. F. G. Anderson, H.M. Trade Commissioner, Signapore, Straits Settlements.

LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE DEPARTMENT OF TRADE AND COMMERCE.

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report re Mail Subsidies and Steamship Subventions.
Canada and the British West Indies (1915). (Out of print.)
Canada The Country of the Twentieth Century (1915). (Out of print.)
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Report of the Canadian Economic Commission (Siberia), 1919.
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Russian Trade (1916).
Trade of South China (1919).
Trade with China and Japan (1914).
Timber Import Trade of Australia (1917).
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Toy Making in Canada (1916).
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

BUREAU OF STATISTICS PUBLICATIONS.

Annual Report of the Trade of Canada.
Annual Report on the Coal Trade of Canada (1918).
Annual Report on the Grain Trade of Canada.
Beet Sugar Industry (The), (1908).
Canada Year Book (The), (Annual).
Criminal Statistics (Annual).
Directory of the Chemical Industries in Canada (1919).
Monthly Bulletin of Agricultural Statistics.
Monthly Coal Statistics.
Monthly Cold Storage Statistics.
Monthly Report of the Trade of Canada.
Report of the Fifth Census of Canada:
- Vol. I. 1912, Areas and Population by Provinces, Districts and Sub-districts, with introductions, etc. (Out of print.)
- Vol. II, 1913, Religions, Origins, Birthplace, Citizenship etc.
- Vol. III, 1913, Manufactures, 1911.
- Vol. V, 1915, Forest, Fishery, Fur, etc.
- Vol. IV, 1914, Agriculture, 1911 (Out of print.)

Report on the Census of Industry, 1917:
- Part I. Agricultural Statistics.
- Part II. Dairy Factories.
- Part III. Fisheries.
- Part IV. Section I, Lumber, Lath, Shingles, etc.
- Part IV, Section II, Pulp and Paper.
- Other parts in preparation.

Report of Census of Prairie Provinces (Population and Agriculture), 1916.
Report of Conference on Vital Statistics, June, 1918.
Report of Postal Census of Manufactures, 1916.
Special Report on Foreign Born Population.

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Commercial Intelligence Journal

VOL. XXIII. OCTOBER 4, 1920 No. 870

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA

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A Panoramic View of Athens. (*See* page 1004.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA
THOMAS MULVEY
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1920

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa. **Monday, October 4, 1920.** **No. 870.**

BUSINESS CONDITIONS IN IRELAND: SOME GENERAL IMPRESSIONS.

(With particular reference to interest in, and possibility of, Canadian Trade.)

Trade Commissioner J. Vernon McKenzie.

Belfast, September 13, 1920.—A number of Canadian exporters have written recently inquiring whether the disturbances of the past few months in various districts in Ireland are having any definite effect upon trade. After a fairly comprehensive tour of the leading commercial centres, my opinion is that there is considerable temporary and local dislocation of trade; how long this will last and to what extent it will increase is, of course, beyond the power of any one to prophesy.

A commercial tour of Ireland at the present time is certainly rather more interesting and exciting than of either England or Scotland. Except for the too-curious, who may have a burning desire to get to the centre of a disturbance to find out what it's all about, there is practically no danger, but two or three personal experiences may not be out of place as illustrating what one may encounter even in the central and business districts of certain cities.

While I was discussing various aspects of the Canadian flaxseed trade with one of the leading importers located a stone's throw from York street, Belfast, we suddenly heard a rattling of panes of glass, and the raucous rioting of a hastily-formed mob. As some of the employees of this firm were avowedly Sinn Feiners, and as five men had been killed within a few blocks radius during that same morning, the doors of this business house were closed up for the day. I was let out on to a quiet side street half an hour later, and on the way back to the hotel shortly after noon found two or three of the business houses closed for the day and several branches of the leading banks also locked, barred and barricaded.

In the following afternoon, I suddenly saw a member of the R.I.C. take cover round the corner, probably the very busiest corner of Belfast, and learned that some Sinn Feiners behind the hoarding had taken five pot shots at him. A boy of eleven was hit in the leg.

THREE PRINCIPAL CENTRES FOR DISTRIBUTION.

Even in normal times the logical centres for distribution of goods in Ireland are three in number: Belfast, Dublin and Cork. At the present time it is practically impossible for any one house, in any one particular city, to distribute effectively throughout the whole of Ireland, owing to the many boycotts and counter-boycotts which have been enacted. Many localities in the south and west of Ireland, particularly, have absolutely boycotted Ulster commercial travellers, and the reverse is also true to a certain extent. Ulster, north of Ireland and part of the west can logically be covered from Belfast. Dublin is a distributing centre which has lately become somewhat more prominent in its commercial aspect, and the south and west are covered by merchants from Cork.

There is a keen interest in Canadian goods in all parts of Ireland, and a definite desire that direct trading relations may be established. Belfast, Dublin and Cork merchants are unanimous in endeavouring to establish a trade with Canada which

does not have to pass through the hands of London brokers. I received upwards of fifty inquiries from importers and other merchants who are particularly interested in Canadian products, but who were almost unanimous in wanting to do business direct—either to secure representation for Ireland or for their particular district.

A new commercial trading organization has been formed in Cork within the past few months. This is the Irish International Trading Corporation (Cork), Limited, importers and exporters. This company, together with the port authorities of Cork, is endeavouring to have one or other of the transatlantic lines running from Canada make Cork a port of call.

WHAT IRELAND IMPORTS FROM CANADA.

It is impossible to tell the aggregate of imports into Ireland from Canada, although, commencing with 1919, it is possible to get a fairly comprehensive survey of Canada's *direct* trade with Ireland. The largest amount of trade is of course done in wheat, barley, rye, maize, wheatmeal and oatmeal. In these during 1919 a trade of nearly £5,000,000 was done. The next largest item is that of timber—practically all fir, pine, spruce; the timber trade amounted to about £1,250,000 in 1919, while the 1918 total was only £286,555. The flaxseed trade grew from £91,520 in 1918 to £339,289 in 1919.

It is impossible to make any comprehensive and illuminating contrast between the Canadian exports to Ireland in 1918 and 1919, owing to the fact that until last year no real attempt was made to keep separate records for the Irish ports and compile the aggregate, but the Department of Agriculture and Technical Instruction in Ireland has now arranged to receive from each port details of the cargoes of every vessel entering; and thus is able to keep track of the *direct* trade. In addition to this, of course, a large amount goes through England.

There is a demand in Ireland for Canadian cheese. The statistics for 1919 show only £20,806 worth of Canadian cheese was imported into Ireland, but these are believed to be incomplete. The 1918 figures showed £61,304. While I was in Belfast one importer alone told me that he had that week placed orders in Canada for a shipment of £10,000 worth of cheese. Many importing merchants and distributors who call on the grocery houses would be glad to make direct Canadian cheese connections.

Timber and wood products of all kinds, particularly pine and spruce, newsprint and kraft paper, and various pulp products, are of course in great demand. Many merchants are asking for box shooks and claim that they cannot get deliveries from Canadian manufacturers.

A fair amount of Canadian small hardware and ironmongery also are to be seen in the shops of the principal cities. Agricultural implements and garden tools have also found a ready market.

TIMBER TRADE WITH BRITISH COLUMBIA.

Several Belfast timber importers are interested in the possibility of procuring supplies from British Columbia if they can get them at a reasonable price. One vessel from Everett, Washington, during the week of July 24 brought a cargo of fir valued at £62,955 into Belfast, and there seems to be no reason why, if timber can thus be brought from the United States, it cannot also profitably be brought from British Columbia.

SOME SHIPMENTS FROM GERMANY.

The Germans are sending in a considerable number of small shipments at very frequent intervals, and are already directly competing in this market. The value of a great many of the shipments is still small, but there is a very steady and considerable trickle. An inspection of some of the manifests, afforded me by the courtesy of the Department of Agriculture and Technical Instruction in Dublin, showed the chief imports during the past few months of German goods into Ireland to consist of

toys, china vases, sheath blocks, fancy paper goods, cheap furniture, ironware, enamelware, muriate of potash, and writing paper. This is not an exhaustive list by any means, but a somewhat hasty survey of scores of manifests, which would seem to show it to be fairly representative.

GENERAL CONDITIONS.

Merchants throughout Ireland are somewhat chary about making large commitments as large stocks have, here and there, been destroyed, and other merchants have received threatening letters. Insurance rates are very high. This fact, together with others, is leading to a delay in the establishing of a co-operative abattoir near Waterford, a very comprehensive scheme which has been planned for the past year or more. It will be remembered that last year a dead meat industry was begun at Drogheda. The Waterford plant was meant to be of even greater capacity. Instead of exporting cattle from Ireland, the promoters propose to export dead meat, and so establish tanneries and other subsidiary industries. The exports of cattle from Ireland are still bulking large. They numbered 25,031 for the week previous to my visit to Ireland, as compared with 14,301 for the corresponding week last year.

By the time this is printed in the *Bulletin*, Canadian business men will know whether or not a coal strike was commenced in Great Britain on September 25, as is threatened at the time of writing this. A stoppage of the coal-mining industry in Great Britain is of paramount importance to the industries of Ireland as practically the whole of the coal used for manufacturing purposes is imported, amounting to about 4,000,000 tons per annum. It is believed that one of the effects of a strike in Great Britain will be the impetus that it would give to the restoration of the Irish coal-mining industry, which has made rapid progress during the past year, particularly in Wicklow, Monaghan, Louth, and Tipperary, where syndicates have been formed for the working and utilization of the Irish coal and other mineral resources. But the development of Ireland's mineral resources is hampered owing to conflicting estimates as to the amount of coal available in the known coal areas; authorities state that a mining survey is required to settle this conflict of information, for a geological survey, although valuable and important, is not regarded as sufficient.

The following shows the total quantities and values of commodities imported into Ireland during the year 1918:—

STATEMENT SHOWING THE TOTAL QUANTITIES AND VALUES OF COMMODITIES IMPORTED INTO IRELAND DIRECT FROM CANADA DURING THE YEAR 1918.

Commodity.	Unit of Quantity.	Quantity.	Value.
Animals—horses, geldings	No.	1	£ 80
Ammunition, small arms, military	"	200,000	244
" " "	cwt.	40	—
Butter	"	435	3,681
Butter (except milk blended)	"	4,000	50,400
Cheese	"	6,590	61,304
Corn, grain, etc.—			
Wheat	"	1,569,200	1,423,102
Oats	"	9,400	9,731
Barley	"	119,300	133,554
Rye	"	101,700	124,900
Wheatmeal and flour	"	620,500	830,064
Oatmeal	"	8,390	11,327
Macaroni	"	31	100
Other farinaceous preparations	"	107	221
Eggs	gt. hunds.	1,637	3,000
Implements and tools (and parts thereof)		.....	2,331
Lard	cwt.	26	156
Machinery and parts thereof—			
Prime movers, agricultural	tons	41	2,734
Not prime movers, agricultural	"	91	4,650
Meat (except poultry and game)—			
Bacon	cwt.	16,576	97,176
Preserved, unenumerated	"	16	65

STATEMENT SHOWING THE TOTAL QUANTITIES AND VALUES OF COMMODITIES IMPORTED INTO IRELAND DIRECT FROM CANADA DURING THE YEAR 1918.—*Continued.*

Commodity.	Unit of Quantity.	Quantity.	Value.
Milk, condensed—			
Unsweetened	cwt.	429	£ 1,400
Sweetened, whole	"	1,504	7,620
Oils, fuel	gal.	8,289,750	248,034
Oleomargarine or oleo oil	cwt.	3	20
Seeds, flax or linseed	quarters.	4,725	91,520
Sugar, refined—			
Lumps and loaves	cwt.	1	2
Other sorts	"	106	216
Tobacco, manufactured—			
Cigarettes	lb.	3	—
Cavendish	"	41	8
Other sorts	"	60	4
Wood and timber—sawn or split, fir, etc	loads.	23,920	286,555

The following shows the total quantities and values of commodities imported into Ireland during the year 1919:—

STATEMENT SHOWING THE TOTAL QUANTITIES AND VALUES OF COMMODITIES IMPORTED INTO IRELAND DIRECT FROM CANADA DURING THE YEAR 1919.

Commodity.	Unit of Quantity.	Total Quantity.	Total Value.
Books, printed	cwt.	¼	£ 3
Boots and shoes of leather	doz. prs.	62	988
Brushes and brooms	doz.	5,658	7,657
Cheese	cwt.	2,446	20,806
Cocoa, preparations of, containing sugar	"	28	299
Wheat	"	2,410,641	2,185,644
Barley	"	652,014	642,836
Rye	"	187,712	190,789
Maize or Indian corn	"	74,964	91,827
Wheat meal and flour	"	944,669	1,190,257
Oatmeal	"	114,770	169,376
Rolled oats	"	16,453	26,904
Groats	"	1,000	1,621
Maize meal	"	696	765
Cotton manufactures—			
Hosiery, stockings and socks		.....	722
Underwear		.....	96
Hosiery, other sorts		.....	103
Flax, dressed or undressed	tons.	3	817
Flax, fibre	"	193	55,708
Fruit—raw apples	cwt.	1,318	2,209
Glass bottles	gross.	525	350
Hardware, other than hollow-ware	cwt.	363	1,763
Wrought hollow-ware, enamelled	"	846	3,968
Wrought hollow-ware, enamelled	"	72	463
Implements and tools, except machine tools		.....	14,856
Lamps and lanterns, not electrical	No.	1,008	140
Leather, undressed	cwt.	20	322
Linen piece-goods	yd.	9,485	651
Machinery—			
Prime movers, agricultural	tons.	7/10	109
Not prime movers, unenumerated		.....	3,000
Textile	tons	3	426
Meat—			
Bacon	cwt.	3,530	30,196
Preserved, other sorts	"	80	500
Iron, in bars	tons.	155	430
Metals, unenumerated, manufactured, other sorts	"	1	403
Copper wire, uninsulated	"	6	782
Wire, including uninsulated electric wire	"	38	1,869
Wire nails	"	324	12,798
Nails, other than wire nails, screws and rivets	"	14	712
Iron manufactures, unenumerated	"	.....	6
Steel manufactures, unenumerated	"	4 1/20	457
Motor cars, dutiable	No.	105	24,885
chassis	"	15	3,952

Statement showing the Total Quantities and Values of Commodities Imported into Ireland direct from Canada during the year 1919—*Continued.*

Commodity.	Unit of Quantity.	Total Quantity.	Total Value.
Tires and tubes	cwt.	6	£ 203
Oilseed cakes—linseed cake	tons.	3,744	97,491
" " unenumerated	"	114	2,850
Oilcake meal	"	1,238	31,880
Linseed meal	"	225	6,630
Paper for printing on reels	cwt.	28,344	54,742
Stationery, other than paper	.....	.....	465
Millboards and wood-pulp boards	cwt.	1,807	2,187
Paper for packing	"	958	1,851
Liquid resin	"	73	106
Rubber manufactures	.....	.....	50
Seeds, flax	qrs.	18,080	339,289
" clover and grass	cwt.	1,284	12,583
Soap, unsweetened, toilet soap	"	8	67
Spirits, gin	pf. gal.	17	110
" unsweetened, unenumerated, including whisky	"	64,456	55,719
Starch, other sorts	cwt.	1,597	3,087
Confectionery, sugar and flavouring only	"	3	40
Milk, condensed, sweetened, whole	"	9,818	60,406
Varnish	gal.	10	8
Hewn, fir, pine and spruce, other than pitwood	loads.	405	3,230
Hewn, oak	"	143	2,532
Sawn or split fir, pine, and spruce	"	94,611	1,139,204
" " and unenumerated	"	87	2,709
Planed or dressed fir, pine, and spruce	"	152	2,222
" " unenumerated	"	370	4,577
Sleepers of all kinds	"	481	6,745
Staves of all dimensions	"	89	1,115
Furniture woods, unenumerated	"	142	1,620
Wooden manufactures, unenumerated	.....	.....	7,188
Furniture	.....	.....	245
Goods, unenumerated, manufactured	.....	.....	12
Personal effects	.....	.....	125

FLAX CROP IN IRELAND, 1919.

The average estimated yield per statute acre of the flax crop in Ireland in 1919 was 23·0 stones (1 stone=14 lbs.) as compared with 17·5 stones in 1918, 22·8 stones in 1917, and 25·4 stones in 1916. The average estimated yield per statute acre for the ten years, 1909-18, was 28·1 stones. The extent in 1919 amounted to 95,610 acres as against 143,355 acres in 1918, 107,705 acres in 1917, and 91,454 acres in 1916. The total produce of the crop for 1919 is estimated at 13,720 tons as against 15,703 tons in 1918, 15,362 tons in 1917, and 14,492 tons in 1916.

BETTER WEATHER IMPROVES BRITISH CROPS.

Trade Commissioner Harrison Watson.

London, September 14, 1920.—Although the reports on the position of crops published respectively by the British Government and the London *Times* differ materially in detail, both agree that on the 1st September the prospect showed considerable improvement in comparison with the pessimistic outlook of a month previous.

The statement made by the Agricultural Correspondent of the London *Times* is certainly more favourable than that of the Ministry of Agriculture, but the former is based upon reports made by correspondents throughout Great Britain, whereas the Government analysis is confined to England and Wales. Consequently conditions in Scotland may be more favourable than in the south.

According to the Government report, while conditions during the latter part of August were better, crops ripened slowly owing to the cool, and in many parts wet, weather which continued during the first half of the month, and harvesting generally is late.

This year there is a wide divergence in results in different parts of the country and both authorities report that while the corn crops in Eastern England are quite good and about the average, conditions in the West are decidedly poor.

Upon the whole, however, while the general ruin which was threatening at the end of July has been averted by better weather—and it might be mentioned that the fortnight which has elapsed since the 1st September has been graced, in the South of England at least, with some of the best weather of the year—plenty of sunshine and warmth—it cannot be expected that the general yield, with few exceptions, can be more than a moderate one.

Wheat is certainly below the average, and has deteriorated during the month.

Barley continues to be the best of the cereal crops and *Oats* the worst.

Expectations for a heavy yield of *Beans* are being realized, and *Peas* on the whole are good.

It is in respect to *Potatoes* that the two reports exhibit the greatest difference, for while the *Times* prophesies a return 10 per cent above the ten years' average, the Board of Agriculture asserts that prospects have fallen off during the month, and the crop is likely to be below average, although disease has been checked. Scotland is, however, a very important producer of the tuber, and the recent sunny weather may generally improve conditions elsewhere.

Roots require still more sun, and the outlook everywhere is for a rather poor crop.

The wet summer has greatly retarded haymaking, which is still incomplete in certain sections. However, the finer weather of August has retrieved a good deal of the threatened disaster, and a comparatively small quantity has been really spoiled.

Hops, while maturing slowly, have done extremely well, and the crop in Kent and the South East of England should be a heavy one, probably 20 per cent above the average.

According to the summary returns, expressing an average crop by 100, the appearance of the crops indicated yields per acre shown by the following percentages respectively on the 1st September and the 1st August:—

	Sept. 1.	August 1.		Sept. 1.	August 1.
Wheat	95	98	Turnips and Swedes	96	98
Barley	98	98	Mangolds	90	92
Oats	94	95	Seeds' hay	104	103
Beans	102	103	Meadow hay	106	105
Peas	99	100	Hops	110	102
Potatoes	92	95			

Concerning *Fruit*, all orchard fruit is short with the exception of some varieties of plums in some areas. Apples are very poor indeed.

Cattle and sheep have done well in spite of cool weather, and the supply of general agricultural labour is reported sufficient or ample in practically all districts, although there is still a shortage of skilled labour in many parts.

CANADIAN CATALOGUES FOR MONTEVIDEO.

The British Legation and Consulate-General at Montevideo, Uruguay, have opened a special section for trade information. It is proposed to collect all the latest commercial data to have it accessible to the merchants of Uruguay who will be notified through the press of the arrival of the latest catalogues and other commercial publications. The British Minister has very kindly offered to place in this special section the catalogues of Canadian manufacturers. The Canadian catalogues will be classified and their arrival will be announced to the public of Montevideo free of charge. It is hoped that Canadian manufacturers will avail themselves of this kind offer.

CANADIAN TOBACCOS IN ENGLAND.

By F. Charlan, Chief of the Tobacco Division, Experimental Farm.

I.

The adoption by Great Britain of a preferential tariff allowing a rebate on Colonial tobaccos of 1s. 6d. of the import duty on all foreign leaf has naturally brought to the fore the enlarged prospects for Colonial tobaccos in England.

A thorough inquiry made recently in England by the Chief of the Tobacco Division of the Department of Agriculture with a view to ascertaining what the British tobacco trade thinks of some Canadian tobaccos has brought to light the following facts:—

CIGAR TOBACCOS.

There is a growing demand in England for Canadian cigar leaf of the filler end of the binder types. The quantities of Canadian cigar leaf shipped to England so far have been comparatively small if we consider the magnitude of the British market, but all the British brokers who have handled them claim that they have a demand for much larger quantities, especially for the stripped and booked fillers in Comstock Spanish. These fillers which are thoroughly resweated are greatly appreciated for their mild taste, almost neutral, which makes them very good material for blending purposes. At the present time the demand in England for Canadian fillers is very active and very likely will not be satisfied until we can ship from Canada something like 2,000,000 pounds of leaf of that type.

The demand for Canadian cigar binders is not so active, and very likely the British trade will not be able to absorb, for some time at least, more than 1,000,000 pounds a year of Canadian binders. While some British manufacturers have been satisfied with the quality of our binders, a great many claim that their flavour is too different from that of the Wisconsins which they are supposed to displace.

The British manufacturers as well as the British smokers will have to get accustomed to this flavour before Canadian binders can be exported to England in really large quantities. The opinion of some of the most prominent British tobacco brokers is that we could ship to England at present about 2,000,000 pounds of stripped fillers and about 1,000,000 pounds of binders, this is more than we produce.

The British dealers who have been interested in the Canadian cigar leaf claim that the quality of the latter has greatly improved during the last few years. However, they have been very frank and stated that our tobaccos will be bought only according to their merits. The British trade is very particular on some points. The question of moisture is a very important one, as the import duty is very high and there is no rebate allowed for any excess of moisture above the standard, which is 10 per cent. Slight traces of mould will depreciate large lots of tobacco, and it is essential that the grading be made very carefully and that the various lots be as uniform in quality as possible.

Nondescript grades as well as nondescript types will hardly find a market in England, and unfortunately too many samples of nondescript tobacco have been sent from Canada to the British tobacco brokers. Whatever may be the case Canadian cigar tobaccos will have to compete in prices, not only with Wisconsin and Connecticut products but also with cigar leaf from other countries included in the Empire. Some of those, like India, for instance, are becoming very aggressive, enjoy ideal climatic conditions and have a large supply of cheap labour. So far India has only sent to England cigar leaf of a rather coarse texture and of very loud flavour, which is not very well liked, but the progress made during the last few years has been very rapid and it may become in the near future a very serious competitor. The same is true with some other colonies, like the British West Indies.

On the other hand the high ad valorem duty on imported cigars which has been put in force lately in England will likely have the effect of encouraging the manufacture of domestic cigars, as the duty on raw material has not been increased in proportion, and this should make the opening wider for the Colonial cigar leaf.

WHITE BURLEYS.

Two different samples of Canadian White Burley have been shown in England. One was supposed to represent the average quality of the Ontario White Burley after it has been redried and packed by the Canadian packer. The other was in raw condition—that is to say taken direct from the barn and came from the Harrow Tobacco Station, which is under the control of the Dominion Department of Agriculture.

It proved almost impossible to interest the British buyers in the samples representing the average crop. They found the colour much too dark for real Burley, the texture a little heavy and, in many instances, did not even want to believe that it was obtained from White Burley seed. They were quite surprised when told that the samples from the Harrow Station had been obtained from the same seed as that which had produced the average crop.

The general opinion of the British trade is that there is only a very limited market in England at present for White Burley tobacco. In the past the British trade bought appreciable quantities of White Burley, that is many years ago. At present, owing to the high prices commanded by the American burleys, the British trade has replaced them to a large extent by leaf from Western Kentucky which can be bought at a much lower figure and answer practically the same purposes. While a few manufacturers evinced a real interest in the samples from Harrow I was told by some very prominent brokers that were they supplied with 200,000 pounds of White Burley of the same quality as these samples it would take them a great deal of time before they could find an outlet for such a lot on the British market. When 1,000,000 pounds was mentioned to some of the largest manufacturers as a possible exportable surplus they frankly stated they could not take such a large quantity at the present time. This, in our opinion, means that we cannot expect to ship to England, until some special use has been found there for our average White Burley, anything but comparatively small lots of that tobacco, specially graded in order to meet the requirements of the manufacturers interested.

The truth is that some of the British manufacturers are at present experimenting with a view to finding some use for our Canadian Burleys. At the time of our visit they stated that the results of those experiments were still inconclusive and if anything on the wrong side for us. However, they are not giving up the idea that they may some day use our Canadian Burley to advantage, but so far the experimental stage has not been passed.

This does not mean that the Burley should be condemned and abandoned in Ontario for some other type of leaf. On the contrary we have been advised by some of the British buyers to stick to it until there is further proof that there is absolutely no future for it in England. They consider our Burley in a class by itself, and very likely, if it can be used at all by the British trade, Canada will be the only Dominion where it will be possible to produce it. This is the British opinion.

As far as we are concerned at home it is evident that we cannot do away, without due and serious consideration, with a variety of tobacco which has brought prosperity to a large district and helped our domestic manufacturers to build an important trade. On the other hand it is not proven that the physical and chemical texture of the soils on which the Ontario Burleys are produced is well adapted to any other type of tobacco.

We may try, as soon as possible, to further improve the quality of the Ontario Burley. The British buyers who were interested in the samples from Harrow were

ready to handle all the grades except the lugs. They want as bright a colour as possible, much more body than our White Burley has and as little stem as possible.

The point in favour of our White Burley is that it is more leafy than any other tobacco shipped to England from her Dominions and Colonies, and the spread of leaf is an important factor. If we could improve the colour and obtain a leaf with more body and closer grain, very likely we would be able to displace a large proportion of the leaf which is at present brought to England from Western Kentucky. No doubt it will be necessary to transplant a little earlier in order to be sure that the crop will ripen during the warm season, that is to say at least early in September. The curing should be, if possible, once the yellowing stage is passed, more rapid, and every care should be taken after the leaf is cured in order to keep the colour bright—that is to say it should be handled and kept in much lower case. If these results could be obtained it should not be impossible for the Ontario grower of White Burley, with the help of the preferential tariff, to regain on the British market part of the position won by the Western Kentucky grower on the former growers of White Burley. There will remain only the question of prices.

However, it must be said that we will have the greatest difficulty in finding an outlet for the surplus of our tobacco crops as long as the latter are not graded. A great many lots of carelessly packed tobacco sent to England are simply returned to the shippers as it is impossible for the brokers to handle them. Therefore, before sending any of our tobaccos there they will have to be graded. The question I have been asked in England is: Who is going to do the grading?

While some British capital has been invested in the tobacco fields of South Africa and very likely in India, we have not found in England any one ready yet to settle in Canada and take care of the grading and packing of our tobacco for the British trade. Instead the general opinion is that this part of the work should be undertaken by the Canadian growers or by the Canadian packers who are closer in touch with local conditions. At the beginning, however, it might not prove necessary for the packers of White Burley, or even of flue-cured tobacco, to stem their export tobacco, but the leaf will have to be reduced to the exact degree of moisture allowed by the British trade, carefully graded and packed with as little stem as possible.

Very few British brokers handle even the American White Burley, and only in one instance was it possible to compare our samples with some Burley from the other side of the border. It may be said that in that case what was considered by the British trade as the average American White Burley was of equal quality to the pick of the Ontario crop.

As a whole the British brokers and manufacturers are willing to do all they can in favour of our Burley, they want to try it on as large a scale as possible, but they want the Ontario grower to understand that this will be on their part only an experiment, on whatever scale it might be. They would like to see the Ontario growers themselves consider the first transactions only as an experiment and take their own part of the risks. The experiment may last more than one year, and may not at first be as successful as desired; this should not be a reason for giving up at once, but for endeavouring instead to find the means through which the ultimate goal could be attained.

With regard to the possibilities of finding another outlet for part of the surplus of our Ontario White Burley, we must say that we have received from the French Tobacco Monopolies the most encouraging answer. After having examined our samples they have admitted that they can use large quantities of our lugs providing they are sound, light in body and colour and properly graded and packed. This would rid our warehouses of large quantities of tobacco of the lower grades which are not sought for by the Canadian trade and for which there is no demand whatever in England.

[The second and concluding part of this report will be published in the next number of the *Weekly Bulletin*.]

APPLE PRICES IN GREAT BRITAIN.

The following cablegram has been received from the office of the Canadian Fruit Trade Commissioner in Liverpool of date September 22:—

"Four thousand six hundred and seventy-five Scotians ex ss. *Digby: Dudley* 88s., Duchess No. 1's 43s. to 60s., No. 2's 52s., Gravensteins No. 1's 81s. to 82s., No. 2's 65s. to 72s., Domestic 48s. to 61s., No. 3's 42s. to 48s., all tights, Dudley No. 1's 80s., No. 2's 80s., Domestic 75s., No. 3's 60s., Duchess No. 1's 40s. to 50s., No. 2's 48s., Gravensteins No. 1's 61s. to 78s., No. 2's 59s. to 67s., Domestic 38s. to 49s., No. 3's 40s. to 52s., all slacks. Eight hundred and forty-nine Ontarios ex ss. *Minnedosa,* best mixed varieties, No. 1's 87s., No. 2's 70s., Blush Pippin No. 2's 59s., all tights, Alexander No. 1's 79s., Colverts No. 1's 74s., Duchess No. 1's 60s., tights and slacks. Five thousand five hundred and ninety-four barrels American York Imperials 83s. to 100s., Baldwins 83s., Bethel 80s., Hubbardston 66s. to 70s., all tights, Blush Pippin 56s., King 66s., Greening 70s. to 76s., all slacks. September 24: Two hundred and twenty-five barrels Canadian apples ex ss. *Empress of Britain,* mixed varieties, No. 1's 71s. to 76s., No. 2's 65s. to 73s., Duchess No. 1's 60s., No. 2's 56s., all tights, slacks 49s., wets 40s.

The following cablegram has also been received from Mr. John Manson, Department of Agriculture, Cargo Inspector at Glasgow, dated September 24:—

"Ex ss. *Sicilian,* Scotians sold at auction: Gravensteins No. 1's 80s., Domestic 72s., No. 3's 70s., Ontario Duchess private sale but no price fixed. Ontario ex ss. *Cassandra,* sold at auction: Colverts No. 1's 55s. to 65s., No. 2's 44s. to 60s., Gravensteins No. 1's (slacks) 80s., Wealthy No. 1's 80s. to 95s., No. 2's 66s. to 95s.; St. Lawrence No. 1's 58s. to 67s., No. 2's 55s. to 57s., Alexanders No. 1's 76s., No. 2's 60s., Domestic 64s., No. 3's 40s., Blenheims, Domestic, 60s., No. 2's 50s., Duchess No. 1's 56s., No. 2's 46s., No. 3's 44s. Private sales from ss. *Sicilian* and *Cassandra,* various varieties, 70s. to 95s. United States private sale and auction: York Imperials 70s. to 100s., Baldwins 68s. to 94s., Wealthy 94s., Hubbardston 64s. to 66s., Greenings, slack, 56s.

SEED PRICES IN ENGLAND.

Under date of September 28, Mr. Harrison Watson, Canadian Government Trade Commissioner, London, England, cables as follows:—

"Seed values ex warehouse London, England, choice quality based on No. 2 Canadian grades, London funds, per 112 pounds, red clover nominal, alsike same, timothy nominal. Fair demand new Canadian alsike."

CHINESE TUNG OIL: ITS VALUE IN VARNISH MANUFACTURE.

(London Times Trade Supplement.)

The increasing attention paid by American manufacturers to wood, or tung oil is worth noting. It is the product of the nut of the tree *Aluretis Cordata* in Central China, or *Aluretis Molucana* in South China. The centre of the trade is at Hankow.

The oil is used for varnishes, aeroplane dope, and stiffening fabrics, the greater proportion of the oil produced being exported to the United States. Several British and American firms who have not hitherto engaged in the trade are now entering into the business, and steps are being taken to reduce transport charges. For this purpose steel barges to carry the oil in bulk between the various Yangtse ports have been ordered from a local yard by a well-known firm of British steamship owners, and arrangements are being made to ship the oil in bulk on ocean-going steamers. One British firm has established a refinery at Hankow to deal with the oil as it is brought in by the producers, this being the first plant of its kind in operation in China.

The refining and decolouring of the oil is a problem the solution of which would place in the hands of varnish and paint manufacturers a product of value. It is suggested that the tree yielding tung or wood oil might be grown in India, South and East Africa.

CANADIAN TRADE WITH HONG KONG.

Trade Commissioner J. W. Ross.

Shanghai, August 10, 1920.—Hong Kong is a Crown Colony and a free port, with no customs duties excepting on alcoholic beverages, tobacco, cigars, cigarettes, opium, and other specific articles. No detailed returns of the trade of the colony up to a year ago have ever been published; this has been partly due to the fact that, there being no customs statistics to go upon, the information usually to be obtained from this source was not available. It is true that very full shipping returns have always been kept in the office of the harbour-master of the port, and the gross trade of the colony has usually been recorded, but the information in detail of total imports and exports, and countries of origin of imported goods, have previously never been available. The officials of the colony have recognized for a long time that the absence of actual statistics and detailed returns of trade of the port of Hong Kong was a serious omission in the administration of the colony, and not in keeping with the importance of a great trade centre and port such as Hong Kong has attained to, consequently this has now been remedied and in future full annual returns are to be published.

The first volume of annual returns of trade of the colony of Hong Kong was issued in 1919, and pertained to the trade of the previous year. The second volume of returns—those of 1919—has now been published, from which the figures for the trade of the colony with Canada for that year have been taken, which is the first detailed statement of Canada's trade with the South China ports that has yet appeared.

VOLUME OF THE TRADE 1919.

In respect to the volume of the trade so far being done between Canada and Hong Kong, it may be pointed out that this has no bearing upon the volume which this should and will probably some day reach. It is also to be borne in mind that whatever business we have received from Hong Kong, as well as from China Proper, has come to us through little or no effort on the part of either our manufacturers or merchants, but has mostly been obtained in a haphazard way, and not through any special methods of salesmanship or understanding of the markets on the part of our people. It should therefore be assumed that a much larger volume of trade than that herein reported could very well be reached, providing our people make an attempt to obtain it by sending out their representatives with samples of Canadian manufactured goods in the same manner as the exporters of other countries are doing. On a recent visit to Hong Kong the writer was much impressed by the numerous expressions of desire on the part of British merchants in the port that they might be able to do more business with Canada, but the general report was that Canadian travelling salesmen rarely ever visited Hong Kong, nor were Canadian goods or samples ever submitted to them, with the result that goods which might very well come from Canada are being supplied from other countries.

HONG KONG.

It is not surprising that Hong Kong is regarded by most people as part of China, for it is Chinese in everything but its government. In this respect it occupies the dual position of being a prosperous British Crown colony as well as a great Chinese seaport and market. Hong Kong fulfils the same functions as the great trading centre for South China that Shanghai does for Mid-China, and Tientsin for the northern country. Hong Kong is therefore the receiving centre for shipment abroad of the numberless products of the vast southern territory of China, as well as being concerned in supplying the requirements for foreign goods for the same

extensive district, which includes at least five provinces, with hundreds of large cities and towns, many of which, such as Canton, are very populous. Thus the position of Hong Kong as the chief distributing point for foreign goods in South China being understood, its importance as a market for Canadian products need not be in doubt.

TOTAL TRADE, 1919.

The total trade of Hong Kong in 1919 with all foreign countries was as follows, given in sterling. Hong Kong has a special dollar currency of its own, which rises and falls in value according as the price of silver is high or low. The trade returns of the colony are, however, kept in English currency. The reader should have no difficulty in converting these values into Canadian money:—

Total imports, 1919—			
Goods	£ 68,058,888		
Treasure	22,592,820	Total	£ 90,651,708
Total exports, 1919—			
Goods	£ 87,735,076		
Treasure	16,207,858	Total	£103,942,934
Total trade—			
Goods	£155,793,964		
Treasure	38,800,678	Total	£194,594,642

Figured upon a pre-war or normal exchange basis, the trade of Hong Kong, exclusive of treasure, amounted in 1919, in Canadian currency, approximately as follows:—

Imports	$340,000,000 C.C.
Exports	438,600,000 "

CANADA'S SHARE OF THE TRADE.

The portion of the above large volume of trade which fell to Canada was in round figures as follows:—

Imports into Hong Kong:

Goods	£173,796	Treasure	£246,154	Total	£419,950

Exports from Hong Kong:

Goods	£481,986	Treasure	None.	Total	£481,986

Total trade:

Goods	£655,782	Treasure	£246,154	Total	£901,936

Converted into Canadian currency, the trade of Canada with Hong Kong in 1919 amounted to the following:—

Exports of goods to Hong Kong	$ 868,980 C.C.
Imports from Hong Kong	2,409,930 "
Exports of treasure to Hong Kong	1,230,770 "
Total trade	$4,509,680 "

A full list of the commodities which go to make up the above volume of trade are herewith given, in order to show the great diversity of the demands of the market, and the numerous variety of articles which were imported from Canada; quite enough to demonstrate that Canadian goods are in demand. The inference to be derived from those figures is that with a proper amount of energy and a suitable selling organization, even with the lines of goods already represented, the quantity sold might very well be vastly increased, not to speak of many other lines of Canadian products which do not appear in this list.

IMPORTS FROM CANADA TO HONG KONG.

Classification.	Quantity.	Value. £ Sterling.
Building material—		
Miscellaneous	.....	142
Canadian pine	c. ft. 121,921	24,229
Other soft wood	" 225,526	36,885
Chemicals and drugs—		
Calcium carbide	piculs. 10	26
Gas	.....	11
Saltpetre	piculs. 9	27
Caustic soda	" 724	2,373
Other chemicals and drugs	.....	103
Chinese medicines—		
Ginseng	.....	1,549
Foodstuffs and provisions—		
Fish and fishery products—		
Agar-agar	piculs. 1	2
Fish (preserved)	" 2,854	5,294
Flour and feed—		
Wheat flour	.....	30
Barley	.....	32
Meats—		
Bacon and ham	lb. 210	29
Vegetables—		
Tinned and bottled	.....	84
Miscellaneous foodstuffs and provisions—		
Birds' nests	.....	6
Biscuits	.....	159
Butter	.....	9
Cheese	.....	149
Coffee	.....	17
Condiments	.....	39
Confectionery and sweet-meats	.....	135
Fruits (dried)	.....	87
" (tinned and bottled)	.....	465
Jams and preserves	.....	63
Macaroni	.....	4
Meat and fish (tinned and bottled)	.....	1,261
Milk, condensed	.....	3,178
Mushrooms	.....	9
Oatmeal	.....	4
Sausages	.....	54
Soy	.....	2
Other miscellaneous	.....	174
Hardware—		
Brushes	.....	69
Copper nails	piculs. 52	763
Iron and steel bolts	" 30	172
" " nails	" 1,678	3,664
" " safes	.....	117
Hardware, miscellaneous	.....	162
Liquors, intoxicating—		
Malt liquors	.....	5,265
Spirits	.....	3,049
Wines	.....	3,318
Spirits of wine	.....	2,458
Machinery and engines—		
Engines, internal combustion and plants	.....	3,557
Machinery, electrical	.....	797
" industry	.....	148
" pumping	.....	484
" sundries	.....	732
Iron and steel—		
Iron and steel bars	piculs. 10,229	18,968
" " cylinders (empty)	"	8
" " hoops	.....	986
" " pipes and tubes	piculs. 730	1,467
" " wire	" 1,053	3,131
" " (new)	.....	27
" " (old)	piculs. 2,788	2,055
Tinplates	" 600	1,573
Lead—		
Lead (other)	piculs. 102	496

IMPORTS FROM CANADA TO HONG KONG.—*Continued.*

Classification.	Quantity	Value. £ Sterling.
Mineral oils—		
Mineral oils (other)..gal.	800	94
Oils and fats—		
Linseed oil..piculs.	2	19
Peanut oil.. "	5	23
Vegetable oils (other).....		6
Paints—		
Paints.....		20
Turpentine.....		34
Varnishes.....		203
Piece-goods—		
Ducks and canvas, grey..yd.	70	57
Blankets, cotton.. "	50	22
Treasure—		
Gold bar and ingots.....		2,010
Gold coins (foreign).....		147,528
Silver bar and ingots.....		96,616
Vehicles—		
Motor cars.....		3,591
Tires (rubber).....		111
Wearing apparel—		
Boots and shoes (leather).....		3
Other wearing apparel.....		140
Sundries—		
Bedsteads (metal).....		14
Books and music.....		188
Charts and maps.....		10
Chinaware (coarse and fine).....		15
Clocks and watches.....		4
Cosmetics and perfumery.....		47
Electrical accessories.....		186
Electric lamps.....		38
" wire and cables.....		419
Blasting powder.....		7,800
Firecrackers.....		132
Furniture.....		333
Furs.....		20
Glass scrap..piculs.		51
Glassware.....		30
Hospitals sundries (not including chemicals, disinfectants or drugs).....		2
Household stores.....		154
Instruments, musical automatic.....		8
" musical.....		242
" and apparatus (scientific).....		10
Lamps and lampware (other than electric).....		27
Launches and boats.....		31
Machines (knitting).....		182
" (sewing).....		37
Mirrors and looking glasses.....		10
Paper, foreign.....		248
News (old)..piculs.	8,678	4,222
Printing.....		1,411
Ware.....		941
Plants and flowers (living).....		71
Pringint and lithographic materials.....		1,302
Shooks and staves for cask making.....		17,478
Soap, common..piculs.	4	10
Fancy and toilet.....		7
Stationery.....		9
Toilet requisites.....		143
Tools, hand.....		765
Trunks and suit cases.....		18
Typewriters and accessories.....		196
Wood-pulp.....		2,320
Woods (not specially mentioned)..piculs.	300	248
Woodware.....		3
Total.....		£419,950

EXPORTS TO CANADA FROM HONG KONG.

Classification.		Quantity.	Value. £ Sterling.
Chemicals and drugs—			
Chemicals and drugs (other)		.....	142
Chinese medicines—			
Cassia, Kwongsai		.....	76
Ginseng		.....	72
Other Chinese medicines		.....	24,909
Foodstuffs and provisions—			
Beans, broad	piculs	10	8
Green	"	1,797	2,294
Yellow	"	5	8
Other	"	1,640	4,200
Awabi	"	27	1,041
Beche de Mer	"	26	899
Conpoy	"	10	202
Cuttle fish	"	130	2,258
Shark fins	"	15	954
Other fish and fishery products	"	2,457	20,811
Flours:			
Rice flour	"	569	1,536
Tapioca flour	"	220	473
Wheat flour	"	7	14
Other flours	"	119	328
Grains—			
Rice, cargo	"	82,212	119,346
Glutinous	"	439	1,023
White	"	34,556	73,794
Meats—			
Bacon and ham	"	5,780	458
Sugar—			
Sugar candy	"	109	354
Raw	"	211	555
Refined	"	3,327	13,325
Vegetables (preserved)—			
Vegetables (dried, salted and pickled)	"	2,907	8,291
Vegetables (tinned and bottled)		.....	2,272
Miscellaneous foodstuffs and provisions—			
Birds' nests		.....	1,156
Biscuits		.....	80
Condiments		.....	3,534
Confectionery and sweet meats		.....	1,070
Eggs		.....	4,343
Fruits, dried		.....	4,369
Tinned and bottled		.....	779
Ginger		.....	6,806
Jams and preserves		.....	13,579
Macaroni		.....	175
Meat and fish (tinned and bottled)		.....	4,138
Mushrooms		.....	4,303
Sausages		.....	25,084
Soy		.....	5,925
Tapioca		.....	9
Tea		.....	17,149
Vermicelli		.....	1,003
Miscellaneous (other)		.....	2,127
Hardware—			
Brushes		.....	223
Hardware (miscellaneous)		.....	3,859
Liquors, intoxicating—			
Spirits		.....	992
Native liquors		.....	160
Nuts and seeds—			
Peanuts	piculs	8,313	19,705
Other nuts	"	509	1,518
Seeds—			
Melon seed	"	445	3,159
Pepper	"	1	7
Sesamum seed	"	103	256
Other seeds	"	125	1,011
Oils and fats—			
Tallow	"	2	7

EXPORTS TO CANADA FROM HONG KONG.—*Continued.*

Classification.	Quantity.	Value. £ Sterling.
Vegetable oils—		
Cassia oil.. .. .. "	10	372
Essential oils, other.. .. .. "	.....	398
Peanut oils.. .. .. "	3,769	19,356
Sesamum oil.. .. .. "	31	236
Other vegetable oils .. .. "	.....	22
Wood oil.. .. .. "	1	2
Piece-goods—		
Dyed plain cottons (not mentioned above) Yds.	725	53
Blankets, cotton.. .. ..pieces	24	13
Handkerchiefs.. .. ..Doz.	50	9
Silk—		
Silk piece-goods..	.....	1,056
Silk goods (unclassified)..	.....	2,595
Tobacco—		
Cigars..	.....	7
Tobacco, prepared, foreign..	.....	4,431
Wearing apparel—		
Boots and shoes, cloth..	.....	4,981
Leather..	.....	252
Other..	.....	717
Hats (Chinese)..	.....	11
And Caps (foreign)..	.....	13
Hosiery	.....	417
Other wearing apparel..	.....	349
Sundries—		
Bags (other kinds).. .. ..pieces	40,000	260
Bamboo and bamboo ware..	.....	673
Books and music..	.....	412
Candles..	.....	6
Canes..	.....	65
Chinaware (coarse and fine)	.....	3,976
Cordage (other than rope)..	.....	1
Cosmetics and perfumery..	.....	281
Curios..	.....	28
Covers (bed and table)..	.....	758
Cutlery and electroplated ware..	.....	123
Earthenware..	.....	655
Embroidery..	.....	143
Enamel ware..	.....	9
Firecrackers..	.....	4,771
Fans, palm-leaf..	.....	1,530
Other kinds..	.....	78
Fodder.. .. ..piculs	1	1
Furniture	.....	539
Glassware..	.....	38
Gums and resin..	1	4
Gypsum..	12	12
Haberdashery..	.....	41
Hemp, other.. .. ..piculs	24	67
Rope and twine..	9	30
Household stores..	.....	307
Instruments (musical)..	.....	184
Isinglass..	2	13
Ivoryware	.....	251
Jewellery (real and imitation)..	.....	123
Joss sticks	18	79
Lamps and lampware (other than electric) ..	.....	206
Manures (animal and vegetable)..	66	137
Matches..	.....	142
Mats (other kinds)..	.....	256
Matting..	.....	22
Paper, Chinese..	228	1,299
News (old)..	18	95
Printing..	.....	621
Ware..	.....	9,151
Plants and flowers (living)..	.....	1,202
Printing and lithographical materials..	.....	21
Rattans..	408	1,815
Rattan furniture..	.....	6,851
Scales and balances..	.....	6
Silverware..	.....	8
Starch..	66	119

EXPORTS TO CANADA FROM HONG KONG.—*Concluded.*

Classification.	Quantity.	Value. £ Sterling.
Sundries—*Con.*		
Stationery	.....	1,721
Stone (not otherwise mentioned)	.....	20
Tobacconists' sundries	.....	309
Toilet requisites	.....	86
Tools, hand	.....	19
Toys and games	.....	714
Trunks and suit cases	.....	19
Umbrellas	.....	7
Woodware	.....	243
Total		£481,986

Picul, 1=133⅓ pounds.
£=$4.78 C.C.—(normal exchange).

COMMERCIAL NOTES FROM AUSTRALIA.

Assistant Trade Commissioner C. Hartlett.

Australian Demand for Gramophone Parts.

Melbourne, August 19, 1920.—The gramophone is in great demand with the music-loving Australian and, like the piano, from the cheapest to the most expensive instrument it is known in almost every home both in the city and country. So far only the cabinet has been made in Australia, and in beauty of native woods suitable for the purpose and excellence of workmanship the result compares more than favourably with the average imported article. Many attempts have been made to manufacture the various parts of the gramophone mechanism but have so far not met with success. A large number of gramophones are assembled locally from imported parts and in addition large quantities of parts are required for repair purposes.

The parts in demand practically cover the complete mechanism—motors, tone arm, reproducers, tone control, lid support, springs, etc. The demand is particularly large for two or three-spring motors, three-quarter and one-inch springs, governor springs and mica diaphragms of all sizes which are very difficult to procure and the trade would welcome quotations from Canadian manufacturers of these parts. On reliable authority it is stated that at the present time there is an excellent opportunity for Canadian manufacturers to do business in the parts mentioned, particularly as it is understood that they turn out the same sizes and quality as at Dayton, Ohio, which is now supplying the bulk of Australian importations.

Canadian manufacturers desirous of testing the Australian market are therefore invited to furnish this office with quotations and, if possible, with a sample set of springs, etc. Quotations should be on the basis of f.o.b. steamer at ocean port so that landed costs can be readily computed at this end. The samples will come forward much more expeditiously and at a cheaper cost by Canadian parcel post than by any other method.

Sale of Surplus Australian Butter to Great Britain.

It is officially announced by the Commonwealth Minister for Trade and Customs that a new contract for the sale of butter to the imperial authorities has been completed. The price fixed for butter under the new contract is £12 ($58.40) per cwt. (112 pounds) for 90-point butter with 1s. (24 cents) per cwt. less or more than that amount for each point under or over 90 up to 95, with the usual allowance of 3s. (75 cents) made for unsalted butter.

The contract provides for the sale of all surplus Australian butter with the exception of certain quantities reserved for South Africa and other countries with which trading relations in this commodity have been established for some years and the retention of the connection is desired.

Australian Government Control of Wheat.

An arrangement has been entered into between the governments of the states of New South Wales, Victoria, South Australia and Western Australia, the four wheat-producing states of the Commonwealth, by which the compulsory wheat-pooling scheme established during war years is to be continued on somewhat similar lines for the 1920-1921 harvest and possibly longer. As at present, the export of the surplus sales and the shipping of wheat will therefore be controlled by a central board and the matter of supplies for local use will be left to the administration in each state, but the fixation of the price for local consumption will be determined by the central board. This central board comprises the minister controlling the wheat scheme in each state and—in view of the financial issues involved—a Commonwealth minister will also be invited to join the board. In addition one representative of the wheat growers of each state is to be appointed. At a conference of the ministers of each of the interested states it was decided to prohibit and, if necessary, take legislative action to prevent private trading in wheat within their boundaries. It was also determined that the price of wheat for local consumption should be calculated from time to time on the average rate ruling overseas, having regard to quantities involved.

Each state has undertaken to haul to seaports on its railroads 50 per cent of its exportable surplus before April 30, 1921, and, subject to strikes, industrial troubles and tonnage allotment, they would make good any loss incurred as the result of failure to observe that arrangement.

As the total area under wheat in the four wheat-producing states of Australia this year is 11,552,000 acres, which is nearly a record, and splendid rains are placing the issue beyond all doubt, the wheat prospects for the coming season are considered most favourable for one of the largest yields obtained in the Commonwealth.

Australian Commonwealth Government Factories.

The reports of the Commonwealth Government factories for the fiscal year 1919 have recently been tabled in Parliament. These factories include harness, saddlery, leather accoutrements, small arms, cordite, acetate of lime and woollen cloth and clothing. The total number of persons employed in the various factories on June 30, 1919, was 2,176, of whom practically one-half were employed in the small-arms factory and the year's profit on all these state activities is stated to have been £93,000.

The small-arms factory, which has turned out products to the value of £1,605,000 since its establishment in 1911, returned a net profit on the year's working of £44,446, while the cordite factory was responsible for an output valued at £137,000 and a net profit of £3,186.

The woollen cloth factory turned out during the year products of a total value of £173,649, which is the highest since the inception of the factory in 1915, and made a net profit of £22,689.

In the case of the clothing factory the profits for the year totalled £23,566. Since this factory was established in 1911, mainly for the manufacture of uniforms under the compulsory military training law, it has turned out products to the value of £1,760,512 and at present employs 498 hands.

The harness, saddlery and leather accoutrements factory manufactured articles for government use during the year of a total value of £80,283, but owing to interest charges on heavy stocks of raw material purchased for war purposes, a loss of £883 is shown on the manufacturing and profit and loss account.

As compared with private enterprises, these Government factories are exempt from ordinary rates or taxes, and the Government carries its own risks in regard to contingencies usually covered by insurances. Such expenses were therefore not taken into account in computing the profits earned.

Extension of Steel Works in Australia.

The Broken Hill Proprietary Company is adding considerably to its already large steel works near Newcastle, New South Wales.

The company is now building 63 new coke ovens, and it is stated will start work almost immediately on another 66 ovens in connection with new steel furnaces that are to be erected with as little delay as possible. The new ovens will produce 645 tons of coke and about 6,300 gallons of tar daily, as well as other by-products. The whole of the material for the new blast furnaces, including the steel plates, will be manufactured in Australia.

The company now employs on construction and production more than 4,000 men, but it is anticipated that this number will be doubled early in 1922 when the new ovens and furnaces are completed.

EMBARGO ON RICE IMPORTATIONS INTO CUBA.

Trade Commissioner H. A. Chisholm.

Havana, September 13, 1920.—Heroic measures have been taken by the Cuban Government in its efforts to ameliorate the serious Havana port congestion. Perhaps the most difficult aspect of this situation was the immense accumulation of rice shipments which for months past have been piling up on the docks and in the warehouses until such quantity reached a million sacks valued at over twenty million dollars.

Naturally prices broke badly and many Havana merchants were said to have repudiated their rice purchases made at high prices. The majority of these rice shipments, it appears, were made by San Francisco dealers, many of whom, if Havana merchants repudiated their purchases, were irretrievably ruined. Meanwhile the retail trade throughout the island refused to buy rice and waited for lower prices. An impasse was thus created which simply resulted in the docks and warehouses in Havana being cluttered with immense quantities of rice which no one wanted, and which occupied space so urgently required for the discharging of other goods.

Finally, diplomatic action was resorted to by the United States Government on behalf of American rice shippers, and as a result the Cuban President has issued a decree providing that until January 1, 1921, all importations of rice into Cuba are forbidden. This decree, which is dated September 6, 1920, states that the Cuban Government is "herein actuated by a desire to provide a quick and satisfactory solution of the situation created by the exportation of rice to Cuba in virtue of the sales made by American merchants to Cuban merchants———, in which situation the Government of the United States has now intervened through diplomatic channels." The preamble to this decree continues that, according to cablegrams exchanged at various dates in August, "the Cuban Minister at Washington had been expressly invited to call on the Secretary of State of the United States of America to consider means to be taken to terminate the rice difficulty in the Port of Havana," the United States Government being interested in seeing that "American interests involved in its solution were guaranteed." The preamble further states that the rice situation is largely responsible for the Havana port congestion, and naïvely silences any objections to the decree on economic grounds by setting up a *force majeure* in consequence of the war.

The decree provides that Cuban consular agents abroad shall not visé documents relative to rice exportations to Cuba until the 1st of January, 1921. It also gives rice dealers not more than thirty days in which to remove their merchandise from the docks and public warehouses, under penalty of paying doubled warehouse charges.

Present indications are that the decree seems to be producing the effects sought for. The rice men are clearing out the docks with unexpected speed, and the price of rice is tending to stiffen rather than sag.

Canadian shippers may then look forward to the coming winter with some degree of confidence that shipping conditions in Havana will be considerably improved.

AUSTRALIAN CUSTOMS DECISIONS.

With reference to the statement on page 901 of *Weekly Bulletin* No. 869 to the effect that the duty in Australia on certain parts for the manufacture of trunks, etc., is 10 per cent, the paragraph should have read that the parts in question are excepted from the list of "minor articles" dutiable at 10 per cent. Frames for bags, portmanteaux, and trunks, other than those described in the statement referred to, are dutiable at 10 per cent from Canada, or free from the United Kingdom.

MARKET FOR FENCING MATERIALS IN ARGENTINA.

Trade Commissioner B. S. Webb.

Buenos Aires, August 15, 1920.—The Argentine Republic requires to import annually large quantities of fencing material, consisting principally of plain galvanized, black varnished and barbed wire, and fencing rods. The Republic's requirements for these commodities had been steadily increasing from the year 1909 up to the commencement of hostilities, the heaviest imports of fencing material having been registered in 1913, during which year fencing wire of different kinds was imported to the extent of 75,000 tons. The Republic is largely a wheat-growing and cattle-raising country, and there are huge tracts of land which will require to be fenced in the near future. Statistics prepared by the Division of Rural Economy show that the process of subdivision of large estates into small holdings is going on rapidly. The agricultural industries of the Republic are capable of enormous development, and the populated sections of the country are able to support a much closer settled population than at present exists. The demand for fencing material, temporarily abated during the war period, is therefore likely to be sustained in the future and for many years ahead. Fencing operations were almost entirely suspended during the war, when material was exceptionally high in price and difficult to obtain. The industry is one which has suffered no substantial changes as a result of war conditions; the same native hardwood fencing posts are used and the same classes of imported fencing wire. The only variations noticeable are in the countries supplying the market with material. Germany formerly supplied more than half of the Republic's requirements in plain galvanized and black varnished wire, whilst the United States supplied 60 per cent of the trade in barbed wire. Imports from the United Kingdom of plain galvanized, black varnished and barbed wire had been steadily declining for some years prior to the war, this country's percentage of the trade in these commodities amounting to less than 12 per cent of the total imports during 1914. From the year 1915 onward practically the whole of the trade in wire of all classes passed into the hands of American manufacturers, and no substantial change in this position has as yet taken place. Customs figures relating to the year 1919, however, indicate that English manufacturers are again beginning to ship plain galvanized wire, 1,240 tons having been imported from England during the year in question.

Imports of wire from Canada are given as 124 tons of "Wire No. 14 and under, not galvanized," during 1916, and 203 tons during 1919. Consignments of fencing wire have been arriving from Canada at regular intervals since the commencement of this year, and it is more likely that the imports from Canada during 1920 will be higher than during any previous year. Many Canadian manufacturers are in a position to manufacture for export to Argentina black varnished H iron fencing rods, which are steadily imported from abroad; imports during the last of the pre-war years amounting to 6,000 tons.

Figures covering imports into Argentina by countries of the several classes of fencing wire up to and including the year 1919 have been obtained through the courtesy of the National Statistical Department, and are reproduced below:—

BARBED WIRE, GALVANIZED, IMPORTS INTO ARGENTINA, 1909-19.

	Quinquenium 1909-1913	1913	1914	1915	1916	1917	1918	1919
	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.
Austria-Hungary	121,570	53,360	.....	.....	.....	.....	.....	—
Belgium	5,415,389	171,816	167,020	.....	.....	.....	.....	—
Bolivia	.....	.....	.....	.....	.....	.....	1,120	—
France	1,314,774	2,075	131,525	.....	.....	.....	.....	—
Germany	17,530,380	2,009,990	1,419,305	48,557	.....	.....	.....	—
Holland	67,710	.....	.....	82,922	.....	.....	.....	—
Italy	327,544	324,744	.....	.....	.....	.....	.....	—
Paraguay	.....	.....	.....	.....	.....	.....	.....	6,600
Spain	36,700	5,400	.....	148	.....	.....	21,850	—
Sweden	9,298	.....	.....	.....	.....	.....	.....	—
United Kingdom	11,453,435	1,369,080	657,323	442,419	44,489	.....	41,323	109,767
United States of America	53,417,741	6,495,251	3,931,153	9,114,194	8,504,818	7,608,019	4,538,650	12,555,669
	89,694,541	10,431,716	6,306,326	9,688,240	8,549,307	7,608,019	4,602,943	12,672,036

PLAIN ROUND AND OVAL GALVANIZED WIRE, No. 14 AND UNDER, IMPORTATIONS INTO ARGENTINA, 1909-19.

	Quinquenium 1909-1913	1913	1914	1915	1916	1917	1918	1919
	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.
Austria-Hungary	89,918	2,029	55,358	.....	.....	.....	.....	—
Belgium	8,148,153	1,151,055	810,736	.....	.....	.....	.....	—
Brazil	18,225	.....	.....	.....	.....	.....	.....	—
Chile	.....	.....	.....	.....	.....	.....	52,598	50,305
France	2,349,794	409,115	350,705	.....	5,640	33	.....	30,000
Germany	128,514,142	26,230,875	17,891,933	2,005,665	12,180	.....	.....	—
Holland	372,195	98,480	630,021	79,270	.....	.....	.....	—
Italy	22,704	17	54,000	.....	.....	.....	.....	—
Norway	275	.....	.....	.....	.....	.....	.....	—
Paraguay	.....	.....	.....	55	.....	.....	.....	—
Spain	13,410	13,410	.....	.....	4,400	.....	.....	—
United Kingdom	32,204,252	4,689,635	2,563,208	1,119,163	769,601	217,319	1,594	1,435,307
Uruguay	9,000	.....	.....	13	25,400	.....	.....	35,900
United States of America	38,858,816	9,916,138	2,187,560	16,256,417	18,671,285	9,305,758	9,336,827	24,905,888
	210,594,884	42,510,574	24,542,891	19,460,583	19,488,506	9,523,110	9,391,019	26,457,400

PLAIN ROUND AND OVAL GALVANIZED WIRE, NO. 15 AND OVER, IMPORTATIONS INTO ARGENTINA, 1909-19.

	Quinquenium 1909-1913	1913	1914	1915	1916	1917	1918	1919
	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.
Austria-Hungary	224,773	134,980	69,010	.....	.....	.....	.....	—
Belgium	129,165	26,178	84,490	16,662	.....	.....	.....	—
Brazil	.....	.....	30	.....	.....	.....	.....	—
Chile	.....	.....	.....	.....	.....	.....	.....	2,300
France	138,925	11,520	168	166	.....	90	.....	10
Germany	1,220,649	226,820	71,010	7,975	.....	.....	.....	—
Italy	35,047	5,000	4,000	22	.....	.....	.....	11
Holland	325	.....	145	.....	.....	.....	.....	—
Paraguay	240	240	600	.....	.....	.....	.....	—
Uruguay	.....	.....	.....	.....	.....	1,000	.....	—
United Kingdom	2,117,403	936,534	173,996	5,657	17,074	4,122	139	13,480
United States of America	129,012	66	611	90,612	37,274	115,507	134,453	339,624
Sweden	2,354	2,354	.....	.....	.....	.....	.....	160
Switzerland	.....	.....	.....	.....	8	.....	.....	—
	3,989,893	1,383,692	404,050	121,094	54,356	120,719	134,592	355,585

IRON OR STEEL WIRE, PLAIN, NOT GALVANIZED, NO. 14 AND UNDER. (INCLUDING BRIGHT, ANNEALED BLACK VARNISHED, NAIL AND MATTRESS WIRE) IMPORTATIONS INTO ARGENTINA, 1909–19.

	Quenquenium 1909–1913	1913	1914	1915	1916	1917	1918	1919
	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.
Austria	297,766	146,252	280,126	.....	.....	.....	.....	—
Belgium	9,579,543	768,099	465,405	66,939	.....	.....	.....	—
Canada	.....	.....	.....	124,039	.....	.....	.....	203,636
Chile	.....	.....	.....	.....	.....	.....	179,762	11,180
France	349,785	742	1,758	42,159	16,896	20	.....	22,500
Germany	59,721,480	10,952,518	13,256,042	266,739	.....	.....	.....	—
Holland	75,250	300,781	60,000	.....	.....	.....	.....	—
Italy	7,311	.....	50	20	.....	.....	.....	—
Norway	3,000	.....	.....	.....	.....	.....	.....	—
Paraguay	250	250	.....	.....	30	160	.....	—
Spain	15,888	.....	37,000	.....	.....	.....	.....	—
Sweden	101	101	418	.....	5,500	.....	.....	—
United States of America	32,496,300	8,355,091	1,805,785	14,560,693	20,094,215	13,376,692	7,428,368	20,571,883
United Kingdom	4,604,100	544,028	264,611	317,299	124,424	650	.....	73,011
	98,150,804	20,767,081	16,421,949	15,437,888	20,241,325	13,377,522	7,608,130	20,882,210

PLAIN ROUND AND OVAL GALVANIZED WIRE, NO. 15 AND OVER, IMPORTATIONS INTO ARGENTINA, 1909–19.

	Quinquenium 1909–1913	1913	1914	1915	1916	1917	1918	1919
	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.
Austria-Hungary	122,866	106,024	37,000	.....	.....	.....	.....	—
Belgium	125,213	139	17,476	.....	.....	.....	.....	—
France	33,892	1,942	28,610	408	41,169	227	169	—
Germany	1,453,533	226,074	211,670	25,674	.....	.....	.....	—
Holland	.....	.....	.....	306	.....	.....	.....	—
Italy	11,792	10,042	.....	152	.....	.....	.....	—
Spain	325	.....	.....	.....	.....	1,000	.....	—
Switzerland	.....	.....	.....	29	.....	.....	.....	—
United Kingdom	342,246	46,049	6,259	18,097	23,733	2,348	6,597	—
United States of America	625,214	364,239	146,663	227,647	383,435	108,442	1,400,955	—
Sweden	.....	.....	.....	.....	82	.....	.....	—
	2,742,081	754,509	447,678	272,313	448,419	112,017	1,407,721	—

SIZES, WEIGHTS, AND LENGTHS.

Fence wire is sold in exact weight rolls, single coils, wrapped in burlap. The B.W.G. (Birmingham Wire Gauge) or the Imperial Standard Wire Gauge is used exclusively except for oval fence wire, which is sold on the Paris gauge. Rolls are not tested for shipment. Barbed wire comes in rolls, usually of 40 and 45 kilogrammes, wound on wooden double cross-piece spools. The weights and lengths given in this report refer for the most part to wire which has been imported from the United States; wires of different lengths are also sold, but not to so large an extent.

An idea of the sizes of wire and weights of rolls most used can be gathered from the specimens of assortments supplied by a local importer to an English manufacturer, which are reproduced elsewhere; the dates given for shipment should be noted.

BARBED WIRE.

The sizes of barbed wire most used are Nos. 14 and 12½; No. 12 is sold on a smaller scale.

Size. No.	Weight of roll. Kg.	Length. Metres.
12	40	—
12½	40	447
14	40	670
12½	30	230
14	30	330

The barb usually consists of four points at intervals of three inches. The weight of a roll is understood to be the gross weight of the wire and the spool, 2 kilogrammes being the usual weight of a wooden double cross.

Specimen assortment of galvanized barbed wire, as supplied by a local importer to an English manufacturer:—

1,000	Rolls	No.	12½	28 kg.	net	30 kg.	Gross.
2,500	"	"	12½	38 "	"	40 "	"
500	"	"	14	28 "	"	30 "	"
1,000	"	"	14	38 "	"	40 "	"
Total 5,000	"						

Assortment for shipment during the whole year with the exception of July, August, and September corresponding to arrivals in Buenos Aires in October, November, and December, the slack season for wire.

PLAIN GALVANIZED WIRE.

Plain galvanized round is sold in sizes ranging from 4 to 14. Sizes Nos. 8 and 9 are the largest sellers. The weights and lengths of rolls of the different sizes are:—

Size. No.	Weight of roll. Kg.	Length of roll. Metres.	Size. No.	Weight of roll. Kg.	Length of roll. Metres.
4	40	170	10	40	570
5	40	..	11	40	700
6	40	230	12	40	860
7	40	330	13	40	1,200
8	40	390	14	40	1,570
9	40	490			

A mild steel wire, made by an English manufacturer, is described as being sold in rolls of 45 kilogrammes (to distinguish it from other makes of wire), each roll wrapped in waterproof paper and burlap:—

Size. No.	Weight of roll. Kg	Length of roll. Metres.
8	45	410
9	45	560
10	45	640
11	45	1,590

Specimen assortment of plain galvanized wire:—

				Kg.					Kg.
250	Rolls	No.	8	30	250	Rolls	No.	11	40
500	"	"	8	40	500	"	"	12	40
500	"	"	9	30	250	"	"	13	40
1,500	"	"	9	40	250	"	"	14	40
250	"	"	10	30					
500	"	"	10	40	Total 4,750	"			

Assortment for shipment during the whole year with the exception of July, August, and September, corresponding to arrivals in Buenos Aires in October, November, and December, the slack season for wire.

OVAL WIRE.

Oval wire is sold on the Paris gauge in sizes ranging from 16/14 to 19/17.

Size No.	Weight of Roll. Kg.	Length of Roll. Metres.	Tensile Strength. Kg.
16/14	45	1,412	500
17/15	45	1,120	604
18/16	45	820	
19/17	45	630	

"Extra Superior."

The following are the sizes and weights of two different classes of oval wire purchased from an English manufacturer:—

Size No.	Weight of Roll. Kg.	Length of Roll. Metres.	Tensile Strength. Kg.
19/17	15	630	1,354
18/16	45	820	1,040
17/15	45	1,060	810
16/14	45	1,210	665
"Superior."			
19/17	45	630	1,070
18/16	45	820	835
17/15	45	1,060	645
16/14	45	1,210	525

There are no separate figures available relating to the importation of oval wire, it being included with plain round galvanized for customs statistical purposes. Galvanized steel high-tensile oval fence wire is used in the northern and southern parts of the Republic, where the extremes of temperature call for a wire better able to resist the effects of contraction and expansion than is ordinary round galvanized.

WIRE, NOT GALVANIZED.

Black varnished wire is imported in sizes ranging from No. 8 to No. 14. Nos. 9 and 14 are the largest sellers, this last-mentioned size being used for baling.

Size. No.	Weight of roll. Kg.	Length in Metres.	Size. No.	Weight of roll. Kg.	Length in Metres.
8	30	290	8	40	390
9	30	352	9	40	457
10	30	423	10	40	580
11	30	529	11	40	700
12	30	650	12	40	860
13	30	900	13	40	1,201
14	30	1,178	14	40	1,571

Assortment of Black Varnished Wire.

250	rolls	No. 8	25 kg.
500	"	" 8	30 "
500	"	" 8	40 "
500	"	" 9	25 "
1,000	"	" 9	30 "
1,500	"	" 9	40 "
500	"	" 14	30 "
1,000	"	" 14	40 "
5,750	rolls.		

This assortment is for shipments during the months of December and January.

FENCING IN ARGENTINA.

Native hardwood is used almost exclusively for fencing posts in Argentina. An average fence is 1·20 metres high, suspended on posts 10/14 metres apart with fencing rods at intervals of from one to two metres, equal numbers on either side of a master fencing rod anchored or resting on the ground. Six to eight strands are used, the most popular combination being six plain and one barbed. Occasionally two barbed strands are employed. Fencing rods are either of native hardwood or imported H or U iron; imported pitch-pine rods are used to a certain limited extent. A typical fence would consist of hardwood posts 12 metres apart carrying six strands of plain and one barbed, with three fencing rods at intervals of 1·50 metres on each side of a master rod resting on the ground.

FENCING RODS.

Fencing rods, or "varillas," as they are termed locally, are sold in sizes ranging from 44 to 58 inches in length. Black varnished H or U iron is used for fencing rods to a greater extent than native hardwood or imported pitch-pine. The average annual importation of iron fencing rods before the war amounted to some 3,400,000 kilogrammes, but the volume of imports has been largely reduced since then. The demand for varillas, however, will probably increase rapidly during the next few years in keeping with the demand for fencing wire. The rods are imported in bundles of 25 pieces and are drilled by the importer according to customers' specifications; importers of fencing materials have special machines installed in their warehouses for this purpose. The sizes and weights of black varnished H iron wire fencing rods most used are listed below:—

No.	Size. Inches.	Weight. Kg.	No.	Size. Inches.	Weight. Kg.
1	44	.630	4	50	1.475
2	44	.800	4	54 with foot	1.600
2	54 with foot	1.000	4	58 with foot	1.710
2½	44	.900	5	44	1.700
3	44	1.000	5	50	1.950
3	50	1.140	5	54 with foot	2.100
3	54 with foot	1.230	5	58 with foot	2.250
3	58 with foot	1.320	6	54 with foot	2.950
4	44	1.300	6	58 with foot	3.160

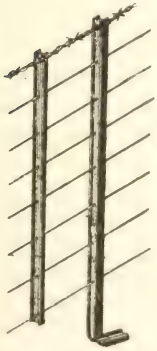
U iron rods are not so widely used as H iron, but certain quantities are sold in the following sizes:—

No.	Size. Inches.	Weight. Kg.	No.	Size. Inches.	Weight. Kg.
1	44	.700	4	50	1.140
2	44	.800		54 with foot	1.230
3	44	.900		58 with foot	1.320
4	44	1.000			

Native hardwood fencing rods are made from Lapacho, Curupay, and other local woods. They are sold in the following sizes:—

1 in. x 1½ in. x 45 in.
1½ in. x 1½ in. x 45 in.
1½ in. x 1½ in. x 50 in.
1½ in. x 2 in. x 54 in.
1½ in. x 2 in. x 60 in.
2 in. x 2 in. x 54 in.
2 in. x 2 in. x 60 in.
1½ in. x 1½ in. x 54 in.





Black Varnished "H" Iron Rods.



Black Varnished "U" Iron Rods.



Hardwood Rods.

Imports, 1909-19. Wooden Fencing Rods.

	Quinquenium, 1909-1913. Kg.	1914. Kg.	1915. Kg.	1916. Kg.
Germany	2,015	.....	.....	—
Australia	142,476	12,298	.....	—
Austria-Hungary	14,528	.....	.....	—
Paraguay	.....	30,442	30,661	11,528
Italy	.....	.....	640	—
Totals	159,019	42,740	31,301	11,528

	1917. Kg.	1918. Kg.	1919. First nine months. Kg.
Totals	29,494	38,667	70,573

BLACK VARNISHED IRON FENCING RODS, IMPORTS INTO ARGENTINA, 1909-19.

	Quinquenium 1909-1913	1913	1914	1915	1916	1917	1918	1919 1st nine months
	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.	Kilos.
Germany	2,628,314	974,236	239,758	84,082	.....	.....	.....	—
Austria-Hungary	50,573	.....	.....	.....	.....	.....	.....	—
Belgium	8,724,173	2,801,631	1,941,226	52,388	.....	.....	.....	—
United States of America	126,856	14,122	228,770	100,067	21,834	.....	.....	—
France	81,613	29,675	2,887	.....	.....	.....	.....	—
Italy	500	500	31	.....	.....	.....	.....	—
United Kingdom	5,442,333	2,198,612	318,848	.....	72,110	.....	.....	—
	17,054,362	6,018,776	2,731,520	236,537	93,944	67,421	219,458	208,265

ENGLISH WIRES.

Although there are five English makers of fencing wire represented in Argentina, only two are exporting on a large scale and their sales are limited almost entirely to galvanized steel oval wires. These two manufacturers have cultivated this market carefully for a number of years through local representatives to whom they are now shipping on consignment. The demand for English oval wire is now considerably greater than the available supply, enabling the representatives to dispose of all shipments either on arrival or "to arrive." This system of marketing has much to commend it from the importer's point of view and in the present state of the market. When an importer can purchase wire on arrival or "to arrive," he is able to avoid the risk of heavy financial loss which might result from the placing of import orders for wire which might not arrive for several months, during which time there might have been serious fluctuations in the market price of wire and the cost of exchange. The English manufacturer therefore finances his wire up to the port of Buenos Aires, when his local representative undertakes the placing of it to the best advantage. One of the representatives handling English wire claims that the local importer who distributes his product can pay 30 per cent more for English wire than for American wire of a similar type. The second representative affirms that there is no difficulty in securing $17 for a roll of wire almost identical in type with an American wire which only commands a price of $13. Neither representative claims a superiority in quality sufficient to account for such difference in price, but attributes the importer's willingness to pay it to the good name and fame of the manufacturers, which has been built up by careful attention and by propaganda over a period of some years. Galvanized steel oval wire is usually purchased by agriculturists who own, or have a permanent interest in, their establishments. It is more expensive to fence with oval steel wire, but the fence lasts longer; a fence made of galvanized steel oval wire cannot conveniently be taken up and moved. Nearly all English wire is therefore of the galvanized steel oval type; it is sent down on consignment to the order of the representative of the factory; it is distributed through a limited number of first-class agricultural houses to *estancia* owners and landed proprietors.

AMERICAN WIRES.

American manufacturers supply almost all the barbed wire and plain round galvanized iron wire used for fencing in Argentina. The United States Steel Products Company has a branch office in Buenos Aires, in addition to which nine other manufacturers have separate representatives. The United States Steel Products Company handles principally the products of the American Steel Wire Company. Plain iron galvanized wire being cheaper than oval wire, easier to put down, and more easily taken up and removed, is favoured by the *chacarero,* the name given locally to the emigrant type of agriculturist who leases land for a short period of years for grain growing or stock fattening. The *chacarero* almost invariably purchases round galvanized iron wire on price, and on price alone.

CANADIAN WIRES.

So far as is known, imports of wire from Canada have been limited to black varnished wire, used for baling, and to certain small quantities of nail wire and mattress wire. The opinion of local representatives handling Canadian wire, however, is that it could be sold here on a much larger scale than has been the case in the past. Black varnished H iron fencing rods can also be exported from Canada with advantage.

THE EFFECT OF THE EXCHANGE SITUATION.

The American dollar for the moment is at a premium of 13 per cent in Argentina. From this figure the percentage of depreciation of Canadian funds in New York is deducted when an importer purchases Canadian funds. To-day's figures are: $ United States, 116 Argentine gold dollars per 100; $ Canadian, 106 Argentine gold dollars per 100. The par rate of exchange for Canadian or American dollars indiscriminately is $103.64 Argentine gold per 100. Canadian wire exporters have therefore an advantage of 10 per cent in the exchanges over their American competitors, which should be sufficient to allow of considerable expansion in their exports to this Republic.

ARGENTINE IMPORTERS OF WIRE.

Nearly all hardware stores and agricultural implement houses must handle fencing wire as a side line. In addition to this large class of importers there are about twenty rural supply houses specializing in fencing material, windmills, cattle-dipping tanks, etc. Some of these houses limit their operations to fencing materials and drinking troughs. Some of the larger importers sell fencing wire under their own registered trade mark, quite independent of the name of the manufacturer or the country of origin. One rural supply house has spent very large sums of money in advertising a certain mark of wire, the demand for which is so great that they have to purchase from English, American, and German manufacturers indiscriminately in order to maintain supplies.

STUDYING THE MARKET.

The Canadian manufacturer of wire desiring to export to Argentina on a large scale would be well advised to send a representative to study the somewhat peculiar conditions of the market. From what has been written above, it will be seen that both English and American manufacturers, through their representatives and branch houses respectively, are very close to their distributors, and it is not likely that a Canadian product could be widely sold by any less direct method. It may be interesting to mention here that German manufacturers sold huge quantities of wire to Argentina before the war, and that small quantities are again being received. A steamer arriving from Hamburg last month brought 5,000 rolls of steel wire and 1,000 rolls of galvanized wire.

TRADING WITH ROUMANIA.

Trade Commissioner L. D. Wilgress.

XIII.

Opportunities for Canadian Trade.

The Roumanian market presents openings for the extension of Canadian trade, principally in such Canadian specialties as agricultural machinery and implements, saw-milling machinery and logging apparatus, grain elevator equipment, hardware and tools and railway materials and supplies. In textiles, boots and shoes, paints and varnishes, chemicals and drugs, machinery and similar lines, Canadian manufacturers will find it increasingly difficult to compete as the industries of Continental Europe become restored to normal efficiency. In all of these lines, however, there are opportunities for business which Canadian manufacturers should not overlook. In this chapter the prospects for the extension of Canadian trade with Roumania will be considered under the following heads:—

Agricultural Machinery and Implements.
Oil Equipment and Supplies.
Saw-milling Machinery.
Industrial Equipment.
Hardware.
Tools.
Nails, Wire, Bolts, Nuts, etc.
Galvanized Iron Sheets.
Safes.
Miscellaneous Iron and Steel.
Motor Cars and Trucks.
Ready-made Houses and Reconstruction Materials.
Railway Materials.
Tramway and Electrical Equipment.
Grain Elevator Equipment.
Drugs and Chemicals.
Paints and Varnishes.
Paper.
Leather and Leather Goods.
Clothing and Textiles.
Miscellaneous.

TRADE IN AGRICULTURAL MACHINERY.

Roumania is essentially an agricultural country with one of the richest soils in Europe, and, in spite of the recurrence of summer droughts in the Old Kingdom and Bessarabia, ranks among the most productive of countries. It follows that the trade in agricultural machinery and implements is one of the most important branches of import, being valued before the war at over $5,000,000 a year for the Old Kingdom alone. This was the only line in which Canada was represented to any extent in the Roumanian market, there being a large trade in Canadian binders, reapers, mowers, drills and harrows. Most of the harvesting machinery imported into Roumania came from the United States. This country also supplied drills, spring tooth and disc harrows, windmills and oil engines. The bulk of the trade in ploughs, harrows, windmills, oil engines, scythes and sickles was controlled by Germany and Austria. Great Britain shipped chiefly steam portable engines and threshing machines. Foreign manufacturers were represented in Bucharest, the chief centre of the trade in the Old Kingdom, although Craiova, Braila and Galatz were also important distributing centres. Many of the large estate owners arranged their purchases of equipment from Bucharest, in which city they had their town houses and lived during a great part of the year. This was therefore one of the best points in southeastern Europe for the sale of agricultural machines and implements.

The new provinces of Banat, Crishiana and Bessarabia are also large users of implements and machines. The towns of Temisoara, Arad and Oradea Mare were three of the chief distributing points for the large houses in Budapest, who controlled the Hungarian implement trade before the war. Firms in Odessa did a large business selling machines and implements to Bassarabia. In Transylvania, Bucovina and Maramuresh there is also a considerable trade in implements, but the demand is chiefly for mowers, rakes, scythes and sickles, etc.



The Fiat Tractor in Demonstration near Bucharest, Roumania.

The Roumanian trade statistics only show the total weight of the various kinds of implements and machines imported from different countries. It is therefore difficult to give a clear indication of the share of the trade in the several branches of the implement business which was held by leading competing countries before the war.

PLOUGHS.

The ploughs sold in Roumania, both in the Old Kingdom and the new provinces, are mostly of the type similar to that manufactured in Canada for the South African trade. The German ploughs made by Sack, near Leipzig, had the largest sale. These ploughs were of light weight, 170 to 250 pounds, and ranged in price from $7 to $15. The ploughs principally sold were one-bottom ploughs, but light-weight two and three bottom ploughs also found a ready sale. The Sack plough has a two wheel fore-carriage, wheels adjustable for different widths of furrows, automatic guide by chains, steel beams, cast steel lower body, and steel mold-board point and landside. There is no sale in Roumania for ploughs without a fore-carriage and disc ploughs have only recently been introduced.

After the Sack plough, the German Eckert and ploughs manufactured in Bohemia had the largest sale in Roumania. The trade statistics show that out of a total importation in 1913 weighing over 4,800,000 pounds, about 3,200,000 pounds came from Germany and 1,500,000 pounds from Austria-Hungary. The ploughs imported from the United States in that year amounted to 120,000 pounds in weight.

The increased use of tractors in Roumania has led to an opening for the sale of gang ploughs, in which branch of trade North American manufacturers are better

able to compete with the product of continental manufacturers. Heavy ploughs with 12-inch bottoms are favoured for tractor work. The depth of furrow ploughed is required to average about 7 inches. The soil in Old Roumania is a heavy loamy soil of black earth. That of the Banat and Crishiana is very similar to the soil of the Old Kingdom and Bessarabia.

HARVESTING MACHINERY.

The International Harvester Corporation of America have a branch in Bucharest and the Massey-Harris Company of Toronto and Messrs. Frost and Wood of Smith's Falls are represented by agents. These firms supplied the bulk of the harvesting machines sold in Roumania before the war. The works of the Hungarian State Railways at Budapest and a German factory also sold a certain number of machines. Previously reapers were in the greatest demand in Roumania, but during the period immediately preceding the war a greater number of binders was being sold. The large estates were very well equipped with machines and were the chief users of binders. About 1,200 binders were sold in a good year. The five-foot binder has the largest sale, there being little demand for the larger sizes of harvesting machines. There is also a large trade in mowers and rakes.

The trade statistics for 1913 show a total import of reapers and binders valued at about $1,170,766 and weighing 14 300,000 pounds, of which approximately 12,500,000 pounds came from the United States. Canada is not shown separately in the trade returns as a supplier of goods to Roumania. Germany shipped 620,000 pounds and Austria-Hungary 480,000 pounds. Mowers and rakes were imported during the same year to the value of $66,668 of a total weight of 555,000 pounds, of which 542,000 pounds is shown as coming from the United States.

THRESHERS AND ENGINES.

The English type of threshing machine is used in Roumania, there being little demand for American threshers. The grain is nearly always fed in sideways and not end on as in Canada. Windstackers are not used, the straw being carried away by elevators. Before the war Austria and Germany had displaced Great Britain as the chief supplier of threshing machines to Roumania. The firm of Lanz, Mannheim, Germany, sold a great number of threshers and engines every year in this market. Medium-size threshers and small threshers for horse-power had the most extensive sale. The trade statistics show an importation of large and small threshers in 1913 valued at $255,000 and having a total weight of 3,200,000 pounds, of which Austria-Hungary supplied 1,500,000 pounds, Germany 730,000 pounds, Great Britain 700,000 pounds, and the United States 220,000 pounds.

Steam portable engines had a large sale in Roumania, being mostly supplied from Great Britain and Germany. The use of oil engines was, however, increasing greatly before the war, and these were imported from Germany, Austria and Sweden. One and two-cylinder engines of the Benz make, from 3 to 30 horse-power, and motors of the Diesel type had both a large sale, being cheap in price and simple to operate.

TRACTORS.

There is a good opening for the introduction of a Canadian tractor of from 10 to 25 horse-power. The tractor should not have too heavy wheels in order to avoid packing the soil, should be simple in construction and inexpensive to operate. At the present time the rate of exchange precludes a large business in tractors, but there would be a considerable sale if tractors could be offered to the farmers at about 40,000 lei each, instead of from 55,000 to 120,000 lei at present being asked for small-powered tractors.

OTHER AGRICULTURAL MACHINERY AND IMPLEMENTS.

Harrows, drills, seeders and cultivators were imported into Roumania from Austria, Germany, the United States and Canada. Windmills were chiefly supplied by Austria, but the American type of windmill finds most favour and Canadian firms should be able to do business in this line. Germany and Austria had a large trade in grain sorters of the roller type. Cream separators and other milk and cheese making apparatus was also chiefly of German manufacture. There is a very large demand for scythes and sickles in Roumania, since these are the principal implements used by the peasants for harvesting grain and grass. The distribution of the expropriated lands will probably lead to a greater demand for these implements, which up to the present have been chiefly received from Austria. The type of sickle is similar to that used in Russia, a sample of which is on view at the Exhibits and Publicity Bureau of the Department of Trade and Commerce, Ottawa. Corn planters and corn harvesters have been introduced from the United States and the sale of these implements was increasing before the war. Canadian firms should be able to do business in hay presses. There is also a small but promising trade in potato machinery of all kinds. A consignment of 2,000 tons of Canadian binder twine was sent to Roumania under the credit accorded last year. The Canadian twine manufacturers have an excellent opportunity for business in the Roumanian market, since it will be many years before the domestic industry is able to produce in sufficient quantities to supply all of the demand.

In nearly all of the agricultural machinery and implement lines mentioned above, with the possible exception of threshers, corn implements and steam locomobiles, there is an excellent opening for an enlargement of Canadian trade. At the present time the agricultural machinery and implement business is in a stage of transition and the future position is not quite clear. The exchange value of the lei precludes any large turnover in all lines, except those for which the demand is very great. With the machines purchased from Canada last year (1919) there is a sufficient quantity of binders in the country, but a shortage is felt in mowers and reapers. Under the credit accorded by the Canadian Government 3,000 Massey-Harris and 150 Frost & Wood binders, together with a large quantity of spare parts, were imported into Roumania, and these machines are now being offered for sale by the Government to the peasants and landowners at a price of 3,520 lei each. This is the cost price of the machines figured at a rate of exchange very much below the present rate. The Canadian binder twine is also being distributed by the Government in a similar manner. Ploughs have recently been ordered from Czecho-Slovakia. In most other lines of implements a great shortage of new machines is being felt. On the other hand the expropriation of the estates renders the whole agricultural situation uncertain. The estate owners were formerly the principal purchasers of up-to-date farm machinery and appliances. With most of the land divided up into small holdings of about twelve and a half acres, it is evident that the use of farm machinery on an extensive scale will depend largely upon the degree in which the peasants will tend to co-operate with one another. Many of the large estate owners are liquidating a part of their equipment, so that threshing and harvesting machines, seeders and other appliances can now be purchased fairly cheaply second hand.

In view of these considerations the old established agricultural machinery houses in Bucharest are marking time and waiting to see what the future position will be. On the other hand a return of the exchange value of the lei to near par would result in a revival of the trade and lead to heavy importations. It must be remembered that Greater Roumania includes some of the most productive agricultural lands in Europe, and that whatever disposition is made of these lands there must be a great demand for all kinds of agricultural machines and implements, most of which Canada is in a position to supply.

OIL EQUIPMENT AND SUPPLIES.

Most of the oil companies purchase direct from foreign countries the bulk of the oil-well supplies and machinery which they require. The British companies obtain their materials chiefly from the United Kingdom, and the oil-well machinery manufacturers are interested in many of the oil companies. Materials for the oil industry comprise some of the most considerable items of import into Roumania. Thus drawn iron pipes were imported in 1913 to the value of $7,453,000, amounting to 57,336 tons, supplied in about equal proportions from the United States and Germany. Tank cars were another large item of import in 1913, amounting to 12,318 tons and $2,463,000 in value, coming from Germany, Belgium and Austria-Hungary. There is a great lack at the present time of all kinds of machinery and materials for the oil fields, and with the resumption of drilling operations on a large scale importations from abroad will be necessary.

SAW-MILLING MACHINERY.

The exploitation of the forest resources of Greater Roumania presents opportunities for the sale of saw-milling machinery and logging apparatus, which should be of particular interest to Canadians. The saw-mills in Roumania are equipped with frame saws supplied by German, Austrian and Swedish makers. There should be an opening, however, for the sale of Canadian portable circular saw-milling outfits. For the cutting of the timber of large dimensions found in the Carpathians, North American saw-milling practices should prove better adapted than the European frame saw and might in time be introduced. Canadian logging apparatus of all kinds, cables, locomotives, rolling stock, etc., for timber cutting, should find a ready market in Roumania, since companies are being formed for the exploitation of the timber wealth of the country on a large scale.

OTHER MACHINERY.

Other machinery lines will also be required in Roumania for the reconstruction of the factories which suffered during the war and for further utilization of the natural resources of the country. Paper-mill machinery, rock drills and other mining appliances, flour-mill equipment, especially for small unit flour mills operated by oil engines, woodworking machines of all kinds, and machine tools are some of the principal machinery lines in which possibilities for future business should be offering for Canada. The small unit flour mills referred to are for country use with oil engines of from 10 to 30 horse-power. They should be of the roller process and capable of grinding from 600 to 2,000 bushels of grain in twenty-four hours. A Department of Reconstruction has been appointed by the Roumanian Government for refitting the factories deprived of their equipment or destroyed by the Germans during the war. The purchase is desired of machinery and materials for textile mills, boot and shoe factories, iron works, paper mills and cement works. A syndicate of about twenty Swiss machinery and electrical manufacturers has been formed at Zurich to supply reconstruction equipment to Roumania on long terms of credit. Germany and Austria-Hungary have supplied most of the equipment for the Roumanian factories constructed before the war.

TRADING WITH GREECE.

Trade Commissioner W. McL. Clarke.

XI.

Import and Export Trade.

IMPORT TRADE FOR JANUARY AND FEBRUARY 1919.

The amounts given hereunder show the value of the Greek imports for January and February 1919, the latest figures obtainable from the Government trade returns:—

	Dr.
January, 1919	82,737,751
February, 1919	71,460,000

SOURCES OF IMPORTS INTO GREECE IN THE YEAR 1914.

The following table will show the sources whence Greek imports were derived in the year 1914:—

Country of Origin.	Into Old Greece. Dr.	Into New Greece. Dr.	Total. Dr.
Great Britain	47,837,110	17,266,542	65,103,652
Austria-Hungary	30,696,380	28,289,883	58,986,263
Russia	26,752,400	3,641,681	30,394,081
Germany	13,938,583	13,858,640	27,797,223
United States	13,909,012	7,290,361	21,199,373
France	11,221,246	12,189,829	23,411,075
Italy	9,297,716	12,169,136	21,466,852
Turkey	4,691,493	10,497,766	15,189,259
Holland	3,970,507	2,579,179	6,549,686
Bulgaria	2,990,673	4,823,893	7,814,566
Belgium	2,574,368	2,730,011	5,304,379
Roumania	2,560,576	8,920,618	11,481,194
Egypt	1,623,931	2,447,887	4,071,818
Switzerland	522,180	1,003,172	1,525,352
Other countries	6,042,391	12,509,308	18,551,699
Totals	178,628,566	140,217,906	318,846,472

PERCENTAGES.

Of these total importations it is evident from the foregoing that Greece in 1914 derived 20 per cent from Great Britain, 18 per cent from Austria-Hungary, 9 per cent from Russia, 8 per cent from Germany, 7 per cent from France, 6 per cent from United States, and 6 per cent from Italy. Thus three-fourths of Greece's imports in 1914 came from Great Britain, Austria-Hungary, Russia, Germany, France, the United States, and Italy. The other principal supplying countries were Turkey, Roumania, Bulgaria, Holland, Serbia, Belgium, Egypt, and Switzerland.

SOURCES OF ORIGIN FOR IMPORTS AND PERCENTAGES IN 1919.

If the figures for imports for the month of February 1919 be analyzed it will be found that Great Britain for that period was supplying 33 per cent, the United States 15, Italy 11, Spain 8, France 6, and Egypt 4 per cent. In other words the countries supplying slightly over three-quarters of Greece's imports at the beginning of 1919 were Great Britain, the United States, Italy, Spain, France and Egypt.

It is evident therefore that Great Britain held her premier place from 1914 to 1919 and in fact increased her percentage from 20 per cent to 33 per cent. The United States from sixth place in 1914 came to occupy second place in 1919, increasing

her percentage from 6 per cent to 15 per cent. Italy from seventh place moved to third, increasing her percentage from 6 per cent to 11 per cent. Spain whose percentage of exports to Greece in 1914 was fractional, stood fourth in February 1919, and was accredited with 8 per cent of the total imports. France still retained fifth place but with a decreasing percentage from 7 per cent to 6 per cent.

FEATURES TO BE NOTED.

The most striking feature therefore of Greece's trade from the viewpoint of countries of origin is the predominating position occupied by Great Britain and the increasing hold of the United States, Italy and Spain on the import market. It may be pointed out in this connection: (1) That the bulk of Great Britain's trade in the past has been the exporting of coal to Greece. The exports of manufactured goods are now, however, rapidly increasing, as about £2,000,000 of manufactured products were sold to Greece at the time of the Athens Fair and the writer understands that additional orders since then have been secured in the United Kingdom. An evidence of this is seen in the exchange rate now prevailing between London and Athens. Since the Greek Government in February removed the regulations controlling exchange the pound sterling has risen to 35 dr. as against the normal rate of 25 dr. at the end of 1919.

(2) Italy's increasing export trade with Greece is due largely to the sending of cotton textiles and woollen yarns.

(3) The big increase in the imports from the United States seems to be due principally to grain exports since the cutting off of supplies from Russia.

(4) Greece lacking other sources of supply during the war and armistice days placed heavy orders in Spain. This increased trade, however, owing generally to the inferior quality of goods shipped and the high prices charged can hardly be looked upon as permanent.

Exports for the Year 1914.

Categories.	Old Greece. Dr.	New Greece. Dr.	Total.
Live stock	39,500	33,752	73,252
Animal products	4,549,332	4,988,433	9,537,765
Fish and fish products	555,012	125,405	680,417
Agricultural products	61,739,271	31,505,496	93,244,767
Oils and oil substances	14,322,764	12,439,392	26,762,156
Forest products	2,877,164	489,526	3,366,690
Tanning materials and dyes	156,564	.....	156,564
Minerals and metals (crude)	17,644,099	752,007	18,396,016
Chemical products	988,460	1,608,891	2,597,351
Leather and manufactures of	3,816	45,668	49,484
Furniture and other wooden articles	12,690	16,202	28,892
Sugar and sugar products	88,085	370,322	458,407
Wines and liquors	16,892,053	2,034,305	18,926,358
Yarns and textiles	59,548	1,428,592	1,488,140
Esparto and hat-making material	252	11,978	12,230
Glassware and pottery	1,980	44,903	46,883
Minerals and metals, manufactured	1,775,166	97,891	1,873,057
Scientific apparatus	.....	8	8
Paper	15,164	11,994	27,158
All other products	284,392	554,375	838,767
Total	122,005,222	56,559,140	178,564,362

EXPORTS FROM GREECE FOR YEARS 1914, 1916 AND 1917.

Categories.	1914.	1916.	1917.
Live stock	$ 14,650	$ 695	$ —
Animal products	1,907,553	3,609,329	1,318,925
Fish and fish products	136,083	125,445	21,944
Agricultural products	18,648,953	17,575,356	10,402,709
Oils and oil substances	5,352,431	4,734,877	1,848,281
Forest products	673,838	1,287,841	380,241
Tanning materials and dyes	31,342	148,512	76,567
Minerals and metals (crude)	3,679,203	2,636,962	6,116,308
Chemical products	519,470	254,407	40,071
Leather and manufactures of	9,896	16,722	—
Furniture and other wooden articles	5,778	.....	—
Sugar and sugar products	91,681	1,401	—
Wines and liquors	3,785,271	2,097,003	962,983
Yarns and textiles	297,628	5,196	270
Esparto and hat-making material	2,446	1,100	—
Glassware and pottery	9,376	5,936	2
Minerals and metals, manufactured	374,611	240,184	—
Scientific apparatus	1	.....	—
Paper	5,431	7,936	3,227
All other products	167,753	103,362	20,383
Totals	35,712,872	32,852,564	21,191,911

DESTINATION OF GREEK EXPORTS FOR THE YEAR 1914.

The table given hereunder shows the countries to which Greek exports were directed in the year 1914:—

Country.	From Old Greece. Dr.	From New Greece. Dr.	Total. Dr.
Great Britain	37,759,081	7,060,141	44,819,222
Egypt	10,293,806	4,319,600	14,613,406
United States	17,339,181	12,031,466	29,370,647
Austria-Hungary	5,532,503	2,854,334	8,386,837
Belgium	4,051,790	691,115	4,742,905
Bulgaria	289,658	1,048,945	1,338,603
France	9,564,290	2,189,278	11,753,568
Germany	7,905,895	2,246,600	10,152,495
Switzerland	859,005	.....	859,005
Italy	11,943,705	13,356,644	25,300,349
Holland	9,279,528	58,957	9,338,485
Roumania	559,530	1,792,412	2,351,942
Russia	2,144,127	747,678	2,891,805
Turkey	1,362,754	2,914,790	4,277,544
Other countries	3,120,369	5,247,180	6,776,009
Totals	122,005,222	56,559,140	178,564,362

CANADA'S PRE-WAR EXPORTS TO GREECE.

The following table illustrates Canada's exports to Greece for the year 1913:—

Article.	Quantity.	Value.
Wheat flour ..brls.	820	$ 2,765
Harvesters ..No.	—	—
Ploughs No.	6	3,375
Parts of Agricultural implements	....	36
Machinery	....	1,082
Ships ..No.	1	58,400
Total exports		$65,658

The meagreness of this trade is clearly evident. Naturally the $25,000,000 credit granted Greece by the Canadian Government will have the result of showing very considerable exports thereto for the period 1919-20, and it is to be hoped that private initiative from among our manufacturers will not only hold what place Canada will

obtain in this import trade but by careful attention to the market become a recognized permanent source of supply for Grecian requirements. As has already been pointed out in the introduction to this report Canada's opportunity in this market is especially inviting, and provided a real effort is made by the exporters at home and steamship communications are available Canada can carry on a much larger trade with the Greeks and that too from one year to another.

CANADA'S PRE-WAR IMPORTS FROM GREECE.

The table given hereunder shows Canada's imports from Greece for the year 1913:—

Article.	Quantity	Value.
Currants	lb. 9,838,234	$512,449
Figs	" 137,888	8,676
Raisins	" 232,461	18,498
Other fruits and nuts	"	1,075
Oils	.....	2,681
Packages and parcels	.....	458
Pickles, sauces and soy	gal. 70,024	9,434
Provisions	.....	1,283
Spirits and wines	.....	1,327
All other articles imported	.....	738
Total imports	.....	$556,619

CANADIAN IMPORTS FROM GREECE AND EXPORTS THERETO FOR THE NINE YEAR PERIOD 1908-16.

The statistics subjoined give the value of the Canadian imports from Greece and exports thereto for the nine year period 1908-16:—

Fiscal Years.	Total Imports.	Total Exports.
1908	$409,691	$ 304
1909	340,965	875
1910	396,802	1,424
1911	453,647	135,347
1912	564,617	8,644
1913	556,619	65,658
1914	440,784	11,934
1915	416,131	87,485
1916	335,530	222,330

DEMAND FOR TOOLS FOR BURMA'S TIMBER TRADE.

(London Times Trade Supplement.)

At the present time not only is there a strong demand for wood-working tools in Burma, but there are signs that this demand will assume larger proportions within the next few months. Burma is the greatest teak-producing country in the world and the high prices realized for this and other hardwoods are causing a special effort in all parts of the province to market this material in greatly increased quantities.

The principal demand is for cross-cut saws for felling and cutting into logs. Light and medium hand saws are in demand also, as are axes and adzes of the kind we have supplied already in fair quantities to the Burmese markets. Timber drags, hooks, chains, cables, and the usual tools used in timber felling are also extremely scarce and high prices are being paid for such as can be obtained.

American agents in Burma are notifying United States manufacturers of this shortage and urging that immediate steps should be taken to get American tools into the country.

It is as well to note that band saws are not used in Burma, but small hand and tenon saws are used in the saw mills and by native carpenters and joiners. For these, and also for wood chisels, gauges, and small tools generally, there is a fair demand

SOUTH AFRICA'S IMPORTS.

Trade Commissioner W. J. Egan.

XIII.

Leather and Rubber Goods.

The leather industry of South Africa continues to develop in a steady way. The number of tanneries operating at the end of the year 1918 was 25, an increase of six over 1915 and 1916.

During 1918 the tanneries within the Union produced or manufactured to a value of $4,697,980, an increase of $2,319,878 over 1916.

The articles manufactured and produced in 1918 were—

Description.	Quantity. lb	Value.
Leather—sole—		
Vegetable tanned	4,168,256	$2,174,230
Chrome tanned	321,727	251,218
Leather—upper—		
Vegetable tanned	1,462,380	1,051,143
Chrome tanned	559,395	241,142
Leather—harness (including strap, bridle, rein, saddle, skirt and other leather used in the manufacture of harness, saddlery, suitcases, bags, etc	541,278	447,512
Leather, other	644,022	283,082
Skins	110,562	195,116
Wool and hair	.....	15,781
Other articles manufactured or work done	.....	38,756
Total value of articles manufactured or produced		$4,697,980
Total value of vegetable tanned leather produced		$3,910,195
Total value of chrome tanned leather produced		$492,268

The materials used in the production shown above were—

Description.	Quantity.	Value. (Cost)
Hides—		
Calf and yearling ..tons	999	$ 496,500
Other "	4,780	2,178,204
Skins—		
Sheep ..No.	57,926	52,285
Goat "	67,509	95,809
Other "	5,290	5,285
Wattle bark ..tons	5,267	147,654
Wattle bark extract	.....	8,434
Other vegetable tanning materials	.....	73,910
Chemical tanning materials	.....	53,347
Lime, and other material in process of liming	.....	29,114
Oil, fat, tallow, and other stuffing materials	.....	122,277
Dyeing materials	.....	20,044
Other materials (including packing materials)	.....	36,987
Total value (cost) of materials used		$3,320,850
Value of South African materials used		$3,067,472
Value of imported materials used		$253,378

Although, as shown in the above statistics of South African leather manufacturing, a wonderful development has taken place, the total figures of trade submitted in

the following tables are a clear indication of South Africa as a field of export for Canadian leather manufacturers. While the figures given show a steady development, the demand for Canadian leather has really been much larger than is apparent, as several orders placed in Canada were not accepted. The South African Government has bought considerable supplies for its carriage shops, and is strong in its commendation of the quality of the leather supplied from Canada.

The boot and shoe manufacturers of South Africa are also keen to secure certain trade supplies, and if Canadian manufacturers of any of these leathers are in a position to take up export with some continuity of supply they are sure to find a market keen to test Canadian goods.

Leather—Enamelled, Patent and Morocco.

(In the piece.)

	Value. 1914.	Value. 1919.	Decrease or Increase.
Total for the Union	$20,950	$48,057	+ $27,107
Canada	.....	1,670	+ 1,670
United States	12,000	35,650	+ 23,650
United Kingdom	7,800	6,025	— 1,775
Australia	525	1,620	+ 1,095
France	.....	10	+ 10
Argentina	.....	.....	—

The total quantity of enamelled, patent and morocco leather, in the piece, imported into South Africa during 1919, was 32,804 pounds, as against 56,351 pounds in 1913. It is not possible, from the statistics given, to state just in what proportion the various grades were received.

Canada's share of the quantity imported was 1,445 pounds, the smallest shipment since trade in this commodity was opened up in 1917. The United States, whose yearly shipments have greatly varied in quantity since their opening year 1914, last year reached a total of 23,665 pounds. The United Kingdom's import figure for 1914 was 8,357 pounds, which fell to 2,728 pounds in 1919. Australia also shows a decrease with 4,961 pounds in 1919, as compared with 14,667 in 1917, but very favourably comparing with 949 in 1914. With two rather larger totals in 1916 and 1917, France's figures for the past five years cover only sample shipments. The Argentine Republic sent over a small shipment during 1918, but has nothing to her credit in imports of this classification in 1919.

Leather—Not Enamelled, Patent or Morocco.

(In the piece.)

	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for the Union	$993,000	$876,775	— $116,225
Canada	500	35,075	+ 34,575
United States	15,700	165,275	+ 149,575
United Kingdom	471,000	88,400	— 383,600
Australia	436,000	587,800	+ 151,800
Germany	4,200	.....	— 4,200
France	1,400	435	— 965
Argentina	.....	24,800	+ 24,800
Japan	.....	200	+ 200
India	.....	3,725	+ 3,725

While the total shipments of piece leather imported into the Union in 1913 reached 2,652,326 pounds, the supply for 1919 was only 882,889 pounds, Canada's share of the latter figure being 11,318 pounds, as against 1,799 pounds in 1913. With the prospects of better conditions of supply now in evidence from Canada, these exports to South Africa should increase this year.

The United States shipment, which has decreased each year since 1915, was 111,498 pounds, compared with 40,490 pounds in 1913. The United Kingdom figures

for 1919 are somewhat better than the two previous years, showing only 90,914 pounds, however, as against a total of 1,212,315 pounds in 1913. Australia, which formerly was South Africa's biggest source of supply of piece leather, only shipped 662,923 pounds during 1919, compared with 1,382,461 pounds in 1913. Germany's trade has completely dropped since 1915, her 1913 figure being 7,954 pounds. The Argentine Republic, Japan and India, each of which has only entered the market during the past year or two, and cannot therefore provide a useful comparison of former yearly shipments, exported respectively 11,181 pounds, 419 pounds, and 3,475 pounds.

Leather Manufactures—n.o.d.

	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for the Union	$599,000	$277,100	— $322,900
Canada	10	1,210	+ 1,200
United States	9,900	48,050	+ 38,150
United Kingdom	479,000	196,900	— 282,100
Germany	92,000	5	— 91,995
France	3,600	1,400	+ 2,200
Japan	780	14,050	+ 13,270
Australia	.....	13,550	+ 13,550
India	.....	200	+ 200

The attention of trades, other than those already covered in this report, which are manufacturing leather goods is specially directed to the large figures of import shown in the first column above. Canada has made a little progress, but there is no reason why she should not at least equal the trade of the United States. Pre-war, Germany's trade amounted to an average of $83,000. The bulk of the trade has always been held by the United Kingdom manufacturers. Japan has made considerable headway since 1910. Her imports have increased each year since 1913, and in 1918 her total trade in leather manufactures n.o.d. was $72,100, which dropped, however, to $14,050 in 1919. As with the leather goods, Australia has, under this heading made fair progress in the South African market.

Saddlery and Harness.

	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for the Union	$330,000	$101,500	+ $228,500
Canada	10	.....	+ 10
United States	2,800	20,200	+ 17,400
United Kingdom	324,000	78,190	— 245,810
Australia	.....	1,290	+ 1,290
Japan	.....	470	+ 470

At the request of Canadian manufacturers of saddlery and harness, special endeavours have been made on several occasions to interest the trade here in the purchase of the Canadian-made article, but as shown by the above comparative figures for 1913 and 1919 imports, this is a trade which has fallen off almost entirely, as the industry here has made considerable headway, and importations are almost always for special purposes, and brought in "to order" and not for general jobbing purposes.

Saddlers' and Shoemakers' Material.

(Not leather.)

	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for the Union	$146,000	$856,925	+ $710,925
Canada	.....	87,600	+ 87,600
United States	3,400	278,100	+ 274,700
United Kingdom	131,500	469,500	+ 338,000
Germany	4,550	.....	— 4,550
France	3,100	700	— 2,400
India	.....	.....	—
Norway	795	.....	+ 795
Japan	.....	16,725	+ 16,725
Argentina	.....	.....	—

The above figures for Canada represent in the main brads, with a considerable development during the past three years of a supply in leather board, wooden heels and shanks, and recently some supply of rubber material for manufacturing and repair purposes.

The comparative figures here given confirm very definitely the comment previously made in this section of the report regarding the development of boot and shoe manufacturing in South Africa. From a total of $146,000 in 1913, the value of these supplies imported into the Union has increased year by year until in 1919 it reached the sum of $356,925. Of this amount the United Kingdom now only supplies about one-half, whereas in 1913, practically the whole of the trade was from that source. Canada and the United States are each advancing in this trade in about the same rates, the latter having shipped to the South African market for some years prior to Canada's entry. Amongst countries newly shipping to this market, Japan shows a very satisfactory year's figure of trade.

Hose—Conveying.

	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for the Union	$319,000	$366,950	+ $ 47,950
Canada	900	15,275	+ 14,375
United States	104,000	265,850	+ 161,850
United Kingdom	167,000	70,850	— 96,150
Germany	37,000	.....	— 37,000
Holland	.....	.....	—
Japan	.....	14,700	+ 14,700

While Canada's share in the above for last year is only about 4 per cent of the total, it is nevertheless another proof of the value of direct representation on the field of export, and now that more than one Canadian company will be making an effort for a greater share of this trade, Canada should be more in evidence in the future. Canadian trade in this commodity has grown from a value of $900 in its first year's shipment, shown above, to the present figure of $15,275. The United States, which has been sending to South Africa for several years, has made steady increases all along. From a yearly average value of $185,000, the United Kingdom has, latterly, shipped less than half that amount. Germany and Holland, which formerly sent to this market, are now completely withdrawn. Japan, a newcomer since 1916, has made fair progress.

Rubber Tires.

	Value. 1915.	Value. 1919.	Decrease or Increase.
Total for the Union	$1,353,000	$2,407,900	+ $1,054,900
Canada	17,500	242,375	+ 224,875
United States	263,800	716,000	+ 452,200
United Kingdom	766,900	965,575	+ 198,675
Italy	230,500	78,425	— 152,075
France	70,000	401,350	+ 331,350
Russia	8,700	.....	— 8,700
Japan	800	3,335	+ 2,535

Tires, as an import, are shown in a separate entry for the first time in 1915, so that the comparison for last year will be with that year. The advance here shown again evidences the value of representation as, since 1917, Canadian tires have been sold on this market by Canadian agents. Prior to the year mentioned Canadian export figures to South Africa represented only the tires supplied with automobiles shipped here. As with various lines from the Dominion, already mentioned, other companies are now making a special effort to enter the South African market, and as the Canadian-made tire has proved its ability for service under the climatic conditions of this country, our share of the total trade in the future should be in much larger figures.

The present trade is divided up between four countries, in the order named: United Kingdom, United States, France, Canada. Italy, which formerly equalled the United States in the quantities shipped yearly, has now greatly reduced her trade. As compared with 1918, Canada was easily first in percentage of increased business, while the United Kingdom dropped back on her previous year's figures. Japan, which has a very small proportion of the trade, shipped much less in 1919 than during the previous year.

Waterproof Cloth and Sheeting.

It cannot be too often repeated, and confirmed, that direct representation is an essential of successful export trade. This statement is again confirmed in the case of waterproof cloth and sheeting. While previous to 1919 no Canadian-made article, under this heading, had been sold here, representation has accounted for the opening up of business, and the trade should show a steady increase. While Canada's share of $2,835 in a total import of $85,550 is not large, it is nevertheless satisfactory when compared with that of the United States—viz., $12,000—who have been in this market for some years. The largest shipper of the three countries sending to South Africa is the United Kingdom, which during 1919 reached a total of $70,580.

Manufactured Rubber—n.o.d.

	Value. 1913.	Value. 1919.	Decrease or Increase.
Total for the Union	$170,000	$420,900	+ $250,900
Canada	.....	22,950	+ 22,950
United States	13,000	144,250	+ 131,250
United Kingdom	138,000	222,000	+ 84,000
Germany	12,600	.....	— 12,600
Holland	850	.....	— 850
France	2,350	13,880	+ 11,530
India	.....	.....	—
Australia	.....	3,200	+ 3,200
Japan	.....	3,475	+ 3,475

The imports into South Africa of manufactured rubber goods not otherwise enumerated increased largely during 1919, reaching a total value of $420,900, as shown above, as against $250,000 in 1918.

Canada's exports under this heading are in several lines, the principal one being mechanical goods.

The same condition governs the imports from the United States.

The United Kingdom manufacturers are again making special endeavours with all lines of manufactured rubber goods.

ECONOMIC NOTES FROM ROUMANIA.

Trade Commissioner L. D. Wilgress.

The First Budget of Greater Roumania.

Bucharest, August 26, 1920.—The Budget Bill which was introduced to the Chamber on July 21 by M. Take Jonescu, the Acting Minister of Finance, is of great interest by reason of its being the first complete budget presented for Greater Roumania as constituted by the Peace Treaties. The minister explained that in view of the short time available it had only been possible to prepare a provisional budget, which must be considered subject to modification. The total revenues for the financial year to June 30, 1921, have been estimated at 6,100,000,000 lei, while on the side of expenses the budget shows a total of 6,600,000,000 lei. There is therefore a deficit recorded amounting to 500,000,000 lei. The minister explained that it had been thought wiser to underestimate rather than overestimate the revenues, so that this deficit may be ultimately reduced. On the other hand the budget provides for the

upkeep of the army on a peace footing only, whereas many soldiers have not yet been demobilized. Provision is made for paying interest on treasury bonds issued abroad and other foreign obligations at par, whereas the present rate for sterling is about six times that of the par rate of exchange.

It is of interest to show the proportions of the total revenues which have been calculated for the different provinces of Greater Roumania, as follows:—

Old Roumania of before the war	Lei 4,470,000,000
Transylvania	1,250,000,000
Bessarabia	270,000,000
Bukovina	90,000,000

Note.—Par value of the lei equals 19·3 cents.

The principal sources of income are estimated thus:—

Direct taxes	Lei 460,000,000
Indirect taxes	1,900,000,000
Public services	1,650,000,000
Railways	1,400,000,000

The imposition of a graduated income tax has been postponed, but may possibly be included among the subsequent modifications.

The repartition of expenditures by departments of state has been settled as follows:—

The Ministry of War	Lei 900,000,000
The Ministry of Finance	1,527,000,000
The Ministry of Communications	1,163,000,000
The Ministry of Interior	702,000,000
The Ministry of Public Instruction	656,000,000
The Ministry of Public Works	421,000,000
The Ministry of Justice	203,000,000
The Ministry of Domains	132,000,000
The Ministry of Industry and Commerce	116,000,000
The Ministry of Labour	24,000,000
The Ministry of Foreign Affairs	**21,000,000**
The Agrarian Committee	81,000,000
The Department of Provisions and Reconstruction	16,000,000
Funds for opening of extraordinary credits	496,000,000

COMPARISON WITH PREVIOUS YEARS.

Mr. I. N Anghelescu, the Director-General of the Roumanian Public Debt, gives in his report the figures of the total revenues and expenditures for the financial years from 1916 to 1919, showing the great increase of expenditure as compared with revenue. The following are the totals for the years in question, which of course cover the period of the war and initial reconstruction:—

Year.	Revenue.	Expenditure.
1916	Lei 379,000,000	Lei 1,027,000,000
1917	187,000,000	787,000,000
1918	419,000,000	1,646,000,000
1919	1,140,000,000	4,127,000,000*

* Estimated.

The Public Debt of Roumania.

The total public debt of Greater Roumania is estimated at approximately 26,000,000,000 lei, comprised of a consolidated debt of 4,000,000,000 lei; a floating debt of 7,000,000,000 lei calculated at par rates of exchange; 5,000,000,000 lei to the National Bank of Roumania and 10,000,000,000 lei is comprised of the proportions of the public debts of Austria-Hungary and Russia which have been assumed by Roumania upon the acquisition of the territories of Transylvania, Bukovina and Bessarabia.

M. Titulescu, the Minister of Finance, is at present in Western Europe for the purpose of raising a foreign loan and of postponing the payment of the war debt.

He attended the Spa Conference and presented the claims of Roumania for a share of the German indemnity. M. Take Jonescu, the Minister of Foreign Affairs and the Acting Minister of Finance, who presented the budget, is leaving at the end of August to join M. Titulescu. In view of these pending negotiations the Budget Bill was voted for during the present session, but detailed discussion was postponed until the next session of the chamber, which will be held in the autumn and when possible modification may be introduced.

Redemption of Crown Notes.

A summary of the proposed Roumanian currency reform was given in *Weekly Bulletin* No. 857. Measures have already been put into force for the redemption of the notes issued in crowns by the Austro-Hungarian Bank and circulating in those parts of Greater Roumania which were formerly included in the territory of the Austro-Hungarian Empire. The amount of crowns in the country is first to be determined by obliging all holders of these notes to declare the sum in their possession. The period from August 20 to 24 was fixed for making these declarations. When the total amount of crowns has been determined in this manner, the Council of Ministers will decide the rate at which the crown notes are to be exchanged for notes in lei of the National Bank of Roumania and this rate will only be announced on the eve of the redemption which is to last from September 1 to 10. Only 60 per cent of the value of the crown notes declared by each person or institution will be exchanged for lei notes or cheques on the National Bank. For the remaining 40 per cent special receipts are to be issued payable in three months at the latest. Crown notes bearing a false stamp and unstamped notes, except those of one and two crowns, will not be considered valid. Notes of the denomination of 10,000 crowns will be treated separately and will be exchanged only after a decision has been made by the Ministry of Finance as to their treatment.

Upon the completion of the redemption of the crown notes, it is stated that the Government will proceed with the necessary arrangements for redeeming the rouble notes in circulation in Bessarabia and the notes of the Banque Générale issued during the German occupation, thereby completing the unification of the currency. The retirement of the subsidiary paper in circulation and the substitution of metal coins is also proposed.

The Import Trade of Roumania.

In spite of the reduction of stocks in the country and the improvement in the exchange value of the lei, the import trade of Roumania still remains more or less stagnant. Importers are disinclined to place orders on account of the uncertainties of the exchange and the congestion of goods at the ports, which still remains serious owing to the slow improvement of the transport situation. The exchange value of the lei improved during July and the pound sterling was quoted as low as 125 as compared with 170 a month previous and 250 in April. Lately there has been a reaction to which increased importations may have in part contributed. The pound now stands at 150 to 160 lei with constant fluctuations. The goods which have been imported are realizing high prices and the opinion prevails that the import trade will revive as soon as the congestion at the ports is partly cleared and the exchange situation becomes more or less stabilized.

Canadian canned salmon and canned lobsters from Nova Scotia have made their appearance on the market, but on inquiry it is stated that these represent transhipments from houses in Greece. Canadian firms are not able to meet the wishes of local importers as regards terms of payment. Roumanian firms are not able to tie up the large amount of workable capital necessary for the importation of merchandise from North America on the basis of terms cash f.o.b. factory or shipping point. They naturally turn to other sources where facilities are extended at least of payment against documents Roumanian port. On the other hand great care must be exercised

to confine such terms as the latter or the granting of credit only to Roumanian firms of good standing and reliability, since in this part of Europe business morality is not of the highest and the present exceptional circumstances give scope to speculative and other operations of a not very legitimate character.

A considerable amount of business is being negotiated for on the basis of an exchange of manufactured goods for Roumanian products. Business of this kind can only be conducted on the spot or through authorized representatives. Canadian firms should understand that in view of the present exceptional conditions prevailing in Eastern Europe, it is no good endeavouring to solicit business by correspondence and that the sending over of representatives or the appointment of reliable agents must be considered a necessary prelude to the establishment of trade relations with this market.

Requirements of the Flour-milling Industry.

The flour-milling industry of Roumania is in urgent need of machinery, supplies and renewed equipment. The large millers are organized in an association known as the "Roumanian Millers' Syndicate." This syndicate is concluding an arrangement with the Ministry of Industry and Commerce for the purchase of machines and other supplies from abroad in exchange for exported flour. It is estimated that there should be about 400,000 tons of flour available for export, part of the proceeds from which may be utilized for the purchase abroad of supplies for the mills. The above-mentioned syndicate is requesting the mills to forward particulars of their requirements, so that orders may, if possible, be consolidated. It is stated that the most urgent necessities include boilers, steam engines, Diesel motors, silk cloth, sacks, tools for workshops, leather belting, spare parts for machines, bolts and nuts, transmission wheels and such special milling machines as exhaustors, elevators, grain cleaners, seed cleaners, dust filters, rollers and grinding stones.

The small mills of the country are also grouped together in an association, the various district syndicates being represented by a central organization known as the "Central Union of the Syndicates of Small Millers and Owners of Agricultural Machines in Greater Roumania." This latter union is co-operating with the syndicate of the large millers in the securing of necessary supplies and machinery from aborad. The most urgent requirements of the small millers of the Old Kingdom only are set forth as follows:—

487	motors of different sizes.
211	locomobiles.
2,100	grinding stones.
40	tons leather belting.
251	drilling machines.
70	tons hammers, files and other tools.
120	rollers for milling machines.
120	grain cleaners.
120	semolina machines.
120	weighing machines.
120	elevators.
2,850	zinc casks.
40	tons sheet iron, 4 to 6 mm., for tanks.

The flour-milling industry is of considerable importance in Roumania, there being an export of fairly large volume before the war, chiefly to Turkey and Egypt. The total daily capacity of the large mills is estimated at 9,030 tons, while that of the small mills is placed at 49,600 tons. There are 248 large mills in the country, 60 per cent of which are in the Old Kingdom, 24 per cent in Transylvania, and 14 per cent in Bessarabia. The number of small mills is 7,011, of which 57 per cent are in the Old Kingdom and 35 per cent in Transylvania.

Canadian firms in a position to supply the machines and materials set forth above should forward particulars to the Commercial Intelligence Branch Department of Trade and Commerce, Ottawa.

Trade between Roumania and Central Europe.

The Roumanian Government has initiated trade relations with Austria. A delegation of fifteen Austrian business men and officials visited Bucharest in July and a convention has been signed whereby Roumania undertakes to send petroleum, grain and raw materials to Austria, receiving in exchange all kinds of machines, railway supplies and general goods. The value of the exchange has not yet been announced, but it is said to amount to several milliards of lei. This trade convention is provisional until the question of the League of Nations has been settled.

Previous reports published in the *Weekly Bulletin* have referred to the deals which have been concluded with Czecho-Slovakia during the past few months, including an exchange of corn for ploughs and other agricultural implements required by the Roumanian Rural Co-operatives. The Roumanian Government have also signed a contract with the Skoda Engineering Works of Pilsen, Czecho-Slovakia, for the repair of 500 old Roumanian locomotives and the delivery of 80 new ones within three years, payment to be made partly in oil products.

It is also stated that the Roumanian Government proposes to enter into negotiations with Germany for a trade exchange along the same lines as the above deals. These efforts to resume trade relations with Central Europe are significant. In view of the low value of the lei on the exchanges of Western Europe, it is natural that Roumania should endeavour to obtain necessary supplies of machinery and other goods from Czecho-Slovakia, Austria and Germany, in which countries the exchange value of the lei stands on a basis of equality or at a premium as compared with the local unit. These countries were formerly the chief sources of supply for the bulk of Roumanian imports and they require the products which Roumania is in a position to export. On the other hand the disorganized conditions of transport restrict in large measure the volume of business possible at present. The railway facilities will be for several years of very limited capacity, while the lack of barges and disorganization of services on the Danube greatly restricts the extent to which river navigation can be utilized for traffic between Roumania and Central Europe. Hence for the bulk of her requirements of imported supplies Roumania must continue to depend upon the deep-sea trade through the ports of Galatz, Braila and Constantza, and in this trade Canada can compete almost on an equal basis with other countries. These considerations will indicate the importance of Canadian firms securing a foothold in this market before the return of normal transport and other conditions permits of Central Europe regaining its former position in the import trade of Roumania.

The Harvest.

The preliminary reports which have been published regarding the results of the harvest indicate that the excellent prospects of the early summer have not been realized and that the total crops will be less than anticipated. The continued drought during the months of July and August did a great deal of harm to nearly all grains. Recent rains, although too late to affect to any extent the harvest of the spring crops, have improved the prospects for the autumn ploughing.

Owing to drought while the grain was ripening, the wheat harvest has not turned out as earlier expected. The yield per acre will be poor and the quality inferior to last year. Better reports are given regarding the oats harvest. The drought has had serious effects on the corn crop and a meagre yield will be the result instead of the bumper crop which was first anticipated.

The following table shows the total acreage of the principal crops sown in Old Roumania by July 1, 1920, with the increase or decrease as compared with last year and the percentage of the average acreage for the five year period 1911-15:—

SPRING CROPS OF OLD ROUMANIA.

	1920. Acres.	Increase+ or Decrease— compared with 1919. Acres.	Percentage of Average Acreage for period 1911-1915. Percentage.
Maize	1,051,191	—808,137	79.13
Barley	1,053,736	+466,721	79.37
Oats	971,102	+374,077	90.19
Beans	100,166	+ 31,549	94.21
Potatoes	37,265	+ 4,713	130.00
Sugar beets	9,309	+ 1,899	28.27

The acreage of the wheat and rye crops are not included in the above table for the reason that 90 per cent of the Roumanian crops of these cereals are autumn sown, the acreages for the autumn of 1919 being 1,889,903 for wheat and 158,080 for rye. In Bessarabia where spring wheat is largely grown the acreage is reported this year to be 398,312.

Agricultural Products Available for Export.

On the basis of the reports received regarding the yield of the principal crops, the Ministry of Agriculture has estimated the quantities of surplus cereals which should be available for export abroad. There is no prospect of any surplus wheat until the results of the Autumn sowings can be known. The following are the quantities of the principal agricultural products available for export:—

	Tons.
Barley	1,000,000
Oats	1,000,000
Rye	400,000
Rapeseed	100,000

Taking into consideration the stock of corn left over from last year, the *Romania Agricola* estimates that about 3,000,000 tons of this product should also be available, although when the total yield is announced it is likely that this quantity will be reduced.

On the basis of present world prices the total value of the above surplus agricultural products is estimated at approximately 5,360,000,000 lei. It is pointed out that about 400,000 tons of wheat flour of a total value of 1,200,000,000 lei could also be exported without prejudice to domestic consumption, thus bringing the total value of available agricultural exports up to 6,560,000,000 lei.

Reduction of Export Taxes.

The export taxes on all exportable commodities—e.g. grain, petroleum, timber—having proved too high and having rendered export almost impossible, especially in view of the improvement in the exchange value of the lei, the Government has met the wishes of traders by a general revision of these taxes in accordance with the conditions prevailing on the world's markets. Export from Roumania is only permitted under license of the Ministry of Industry and Commerce and upon payment of the required tax.

MOTOR TRUCK MARKET AND PRICES IN HOLLAND.

Mr. Ph. Geleerd, assistant to the Canadian Trade Commissioner at Rotterdam, Holland, in response to an inquiry writes as follows under date August 25 on motor truck market and prices in Holland:—

Perhaps the best idea as to motor trucks and prices suitable to this market is to give prices of a well-known American make by a company which is represented here and whose trucks are being successfully sold. The retail prices are as follows:—

Capacity.	Chassis.	Complete with body.
1½—2 tons	9,300 guilders	9,900 guilders
2 —2½ tons	10,400 guilders	11,000 guilders
3½—4 tons	15,000 guilders	16,000 guilders
5½—6 tons	16,800 guilders	17,800 guilders
7½—8 tons	17,500 guilders	18,500 guilders

A 1-ton truck of another make without bodies but including tires sell at 2,950 guilders.

German trucks.—One German truck, from 3 to 3½ tons, is retailing at 6,500 guilders, including all the usual accessories; 5-ton trucks retail at 9,000 guilders.

British trucks.—A truck made in Glasgow, 1½ to 2 tons, sells at £800 f.o.b. Glasgow, freight to Rotterdam £25, duty 5 per cent; 2½ to 3 tons at £1,060 f.o.b. Glasgow, freight £30, duty 5 per cent; 3 to 4 tons at £1,185, freight paid Rotterdam, duty 5 per cent; 4 to 5 tons at £1,265, freight paid Rotterdam, duty 5 per cent. Prices include 6 heavy rubber tires. A year's guarantee is also a selling attraction offered by the makers of this truck.

These prices will give you an idea of the situation here. It will be observed that the duty is 5 per cent ad valorem. The value for duty here is the c.i.f. price plus commissions. The Canadian dollar is worth 2.70 guilders to-day.

Metal tires are not popular here as the Government has closed certain roads to them on account of their destructive effect on the soft foundation of Dutch roads.

Canadian firms who wish to export trucks to Holland should get into communication with importers here, giving their prices c.i.f. Rotterdam (Holland-American Line and Luckenbach Line, New York), or c.i.f. Antwerp (C.P.R.-Furness Line) from Montreal, as eastbound freights are difficult to get here. A list of importers in Holland is on file at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, quoting File No. T.C.–1–162.

TRADE DEPRESSION IN NEWFOUNDLAND.

The following from the *Evening Telegram* of St. John's, Newfoundland, gives an indication of the acute trade depression in the colony:—

STRAIGHT SHORE OUTLOOK.

With the close of the Straight Shore fishery, the fishermen of that section of the country have now to worry about the disposal of their catch. All the traps have been taken up, the majority having secured very poor catches, in fact, not one-third of last year's. Hook and liners also have done poorly and very few are up to last year's mark. The fishermen are so disgusted with the outlook that they are giving up the fishery altogether and are seeking work at Millertown, Sydney and Grand Falls.

FACTORIES FEEL DEPRESSION.

The Newfoundland Boot and Shoe Factory has now been closed down for the past seven weeks, the longest period in many years, and present indications are that the employees will not resume work for some time to come. Parker & Monroe's factory, which was closed for nearly five weeks, has resumed work, but is not operating at capacity. Archibald's Shoe factory at Harbour Grace, has been closed for some time; the management in the meantime is having new machinery installed. The Harbour Grace Boot and Shoe factory is operating on half time.

LEAVING THE COUNTRY.

The ss. *Kyle* on each outward trip from Port-aux-Basques, is filled with second-class passengers bound to the Sydneys and the U.S.A., seeking employment. The steamer got away again last night at 10.15 taking another full list, there being over 120 in steerage.

LAYING OFF THEIR HANDS.

Employers of labour in the city factories and in the Water Street stores, and on the wharves, are reducing the number of their hands, and there is a complete reversion of the labour industry that prevailed six months ago. There are hundreds of men, including packers, wharf labourers, factory hands and tailors, walking about idle, and as for the coopers their trade is practically at a standstill, there being very little fish handled or orders for drums. At this season of the year, this state of affairs is unprecedented, and leads one to say if it be like this in September, what will it be in February?

UNREST IN OUTPORTS.

People coming into town from the different outports, north, south and west, all have the same story about the depressing condition of affairs prevailing there. In most places the fishermen have given up the fishery, and are seeking other employment. Some are going away to Canada and the States; others have gone to the lumber woods at Grand Falls, Badger, Benton and Glovertown. This applies especially to young men who are disgusted over the fishery outlook, and the prospective price, and will not be likely to return to the fishery again next year, unless better inducements prevail. In some outports there is actual destitution.

CONDITIONS AT ST. PIERRE.

A gentleman lately arrived from St. Pierre informs us that business there is in a very depressed condition, owing to the poor fishery and the low price of fish. He informs us that the price offered is only six dollars, and in consequence large numbers of the residents are emigrating to Canada. Every trip of the steamship *Pro Patria*, fifty or sixty of the fishermen take passage to seek employment in Sydney and elsewhere. It looks as if the little French colony is in a fair way of becoming depopulated.

UNFAVOURABLE FINANCIAL CONDITIONS IN ECUADOR.

A cablegram from Consular General Goding, Guayaquil, Ecuador, September 17, 1920, published in the *United States Commerce Reports*, states that local financial conditions are critical. The rate of exchange, which is still advancing, is at 300 now (3 sucres = $1 United States currency). Shipments of American goods have been suspended, and the banks are unable to collect drafts for $300,000.

CANADA AND THE BRITISH WEST INDIES.

By Watson Griffin.

XIV.

Products of Windward and Leeward Islands.

The products grown in the different islands of the Windward and Leeward groups depend to a great exent upon the rainfall and other local conditions, but in some cases an island that would be equally well suited to different products grows a great deal of one and very little of the others.

SUGAR PRODUCTION.

Antigua and St. Kitts-Nevis are pre-eminently sugar colonies. St. Lucia also produces considerable quantities of sugar while Montserrat and St. Vincent are small sugar producers, but Dominica, Grenada and the Virgin islands produce no sugar for export.

COTTON GROWING.

Sea island cotton is grown quite extensively in St. Kitts as an intervening crop between two cane crops. The system is said to have given excellent results with both cotton and sugar cane. In Nevis cotton is grown as a continuous crop by both large planters and peasant proprietors. Cotton growing bids fair to rival sugar as the chief industry of Nevis. The peasant proprietors of Anguilla and Barbuda nearly all grow cotton. In Antigua considerable quantities of cotton are grown, but the conditions do not seem to be as favourable as in St. Kitts and Nevis. In Montserrat cotton growing has largely taken the place of sugar cane growing, and it has proved so profitable that estates which were heavily mortgaged while growing sugar cane were freed from debt by the profits of cotton growing in the three years immediately before the war. In the Virgin islands the peasants are growing cotton quite extensively with great success. St. Vincent and the St. Vincent Grenadines have been particularly successful in growing sea island cotton. The mainland of Grenada produces only a little cotton, but in the Grenada Grenadines the peasant proprietors nearly all grow cotton, and the great success of the peasant settlements of Carriacou are to a considerable extent due to the profits of cotton growing. Dominica does not grow cotton and is not likely to ever do so. The island is probably rather too wet for cotton. St. Lucia grows only small quantities of cotton. If the St. Kitts practice of growing cotton as an intervening crop with sugar cane were introduced in St. Lucia the output of cotton might be increased. In all the Leeward and Windward islands where cotton is grown the long staple sea island cotton is the variety grown except that small quantities of a variety known as Marie Galante are grown in the Grenadines.

While the areas devoted to cotton are not great and never will be great in the Leeward and Windward islands it will probably always be a paying crop. The world's supply of the long staple sea island cotton has never been very large and it commands the highest prices. The Carolina sea island cotton has always been regarded as the world's standard and the fact that the West Indian product has been pronounced superior to Carolina sea island cotton by English experts is very encouraging.

GREAT PROFITS IN LIMES.

The most profitable business in the West Indies for some years prior to the war was the growing of limes and the manufacture of concentrated lime juice, citrate of lime and oil of limes.

A lime half the size of a lemon produces more juice than a lemon and many people prefer the flavour. Limes are coming very much into favour for use with fish.



A Cartload of Sugar Cane, Antigua.



A Cartload of Limes, Dominica.

Half of a small lime is a fashionable accompaniment to a dish of fish. Fresh limes are also regarded as superior to lemons for what Canadians call lemonade, but the English call lemon "squash" or lime "squash," that is juice of fresh lemons or limes with water and sugar. But the chief use of limes is in the manufacture of concentrated lime juice.

When the limes are required to be shipped in barrels for sale as fresh limes they are picked green from the tree. When they are required for the manufacture of concentrated juice or citrate of lime they are always allowed to drop to the ground. Lime trees bear all the year and the same trees will have limes in various stages of growth. When limes are picked from the tree there is always danger that imperfect fruit will be picked or accidentally knocked from the tree. While little children can assist in picking up the fallen limes from the ground they cannot pick limes from the trees.

All the large lime estates have their own mills for making concentrated juice or citrate of limes and otto of limes. The peasants sometimes sell their limes to the large estates having mills, but more commonly pick them green for shipment in barrels. In St. Lucia the Government has established a mill to manufacture concentrated juice for the benefit of the peasant proprietors and planters who have no mills.

The oil of limes or otto of limes is taken from the skins of limes and commands a high price.

"Montserrat has long been famous for its lime juice but Dominica is the chief producer of "Montserrat" juice. In Montserrat a blight affects the lime trees and while new trees are always being planted the old ones die off about as fast as the new ones come into bearing, but in Dominica and St. Lucia there is very little trouble with blight. Trees live for many years and as many trees are being planted the production of limes will be greatly increased in a few years. It takes about seven years for a lime tree to come into profitable bearing although it produces some fruit at an earlier age.

Montserrat will probably hold its own in lime growing, but it is not likely to increase its production.

The greater success of limes in Dominica and St. Lucia is attributed to the heavier rainfall.

In Grenada, where a few limes are grown, I was told that some trees in a dry district were badly afflicted with blight. At a later date the same trees were found to be free from the blight and in fine condition without treatment. Imperial Department of Agriculture officials have been making a study of these trees that recovered from the blight, and it is hoped that an enemy of the blight has been found that may be useful in controlling the disease in dry districts. The greater part of Grenada has sufficient rainfall for limes, but cacao is so generally grown that the production of limes is not likely to become large. In Carriacou there is a very large lime estate.

It is generally claimed in Dominica and St. Lucia that limes require peculiarities of climate and rainfall that only exist in perfection in those islands and that consequently they will always be the chief centres of production. This may be an exaggeration, but interviews with several New York merchants who import limes extensively showed that they preferred British West Indian limes to any others. They get a few limes from Cuba, Porto Rico and Florida, but they do not possess the same fine flavour as those of Dominica, St. Lucia and Montserrat.

In the southern district of Antigua, where the rainfall is heavier than in the rest of the island, limes are grown with about the same measure of success as in Montserrat, but not nearly so extensively as in Montserrat.

The climate of St. Vincent seems to be suited to limes, but the quantity grown is small.



Basseterre, Island of St. Kitts.



Plymouth, Island of Monserrat.

CACAO PRODUCTION.

Grenada ranks next to Trinidad as a producer of cacao, and in proportion to population and area it is probably the greatest cacao producer in the world. Nearly all the small peasant proprietors in this island grow cacao. It is not a new thing in Grenada, and a large proportion of the trees planted are already in full bearing. It is not probable that the production will increase to a very great extent, as the island is already densely populated and its resources remarkably well developed. Any increase that takes place will be chiefly due to improved methods as a result of the campaign of instruction carried on by the Imperial Department of Agriculture.

In Grenada the immortel is seldom used to shade cacao trees. The planters of Grenada do not share the belief that the cacao tree needs "an umbrella to protect it from the sun," but the conditions of soil and climate in Grenada are somewhat different from those of Trinidad, and this may account for the difference in opinion.

St. Lucia produces nearly one-fifth as much cacao as Grenada, Dominica about one-eighth as much, and St. Vinent's cacao exports are large enough to be respectable. All of these islands are well adapted for cacao, and in Dominica and St. Lucia especially there is plenty of land to spare, but limes are given the preference in planting new areas.

THE PRODUCTION OF COFFEE.

Dominica, St. Lucia, St. Vincent and Grenada are all well adapted to coffee growing, but very little coffee is grown. The largest producer is Dominica, which exports less than ten thousand pounds annually.

NOT MANY COCONUTS.

There are areas near the sea in all the Windward and Leeward islands that seem admirably adapted to coconuts, but very few trees have been planted, although a few nuts are grown in each colony for home consumption. The largest producer of coconuts is St. Lucia, and it only exports about 50,000 nuts annually. St. Vincent, which now exports small quantities of nuts, will have more for export before long, and Nevis is now shipping coconuts. Grenada ships a considerable quantity of copra.

FRUIT GROWING.

Very little fruit other than limes is grown in the Leeward and Windward islands except for local consumption. Almost every peasant has a few fruit trees, and oranges, grape fruit, bananas, mangoes, avocado pears, papaws and other tropical fruits are everywhere obtainable in limited quantities at low prices, but the quantities exported are very small.

Dominica and St. Lucia are especially well adapted for growing oranges, grape fruit, bananas, and avocado pears. The planters say they would set out fruit trees if there were any certain assurance that there would be a good market in Canada for their fruit when the trees reached the producing stage.

Pineapples grow well in Montserrat, Antigua, St. Kitts, Nevis and the Virgin islands, but very few are grown.

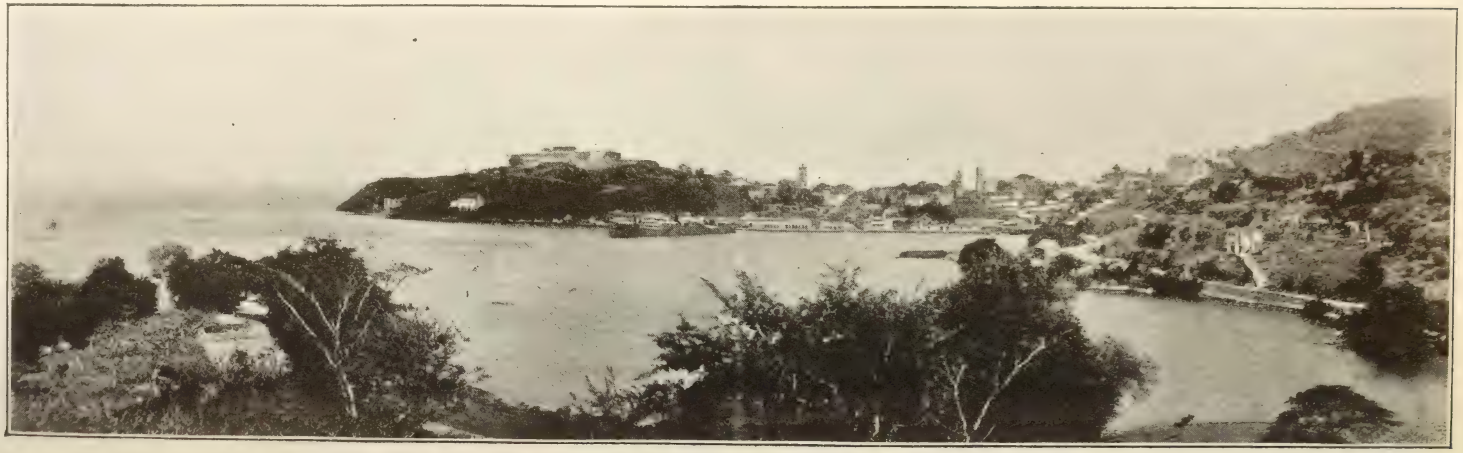
THE PREPARATION OF PAPAIN.

In the island of Montserrat a preparation of papain is made from the papaw. It is exported and used in the manufacture of peptonized foods and for medicinal purposes as it greatly promotes digestion. The papaw juice used is the colour of milk. Hon. Francis Watts, the Imperial Commissioner of Agriculture, at whose suggestion the industry was started in Montserrat, gave me a very interesting account of the method of collecting and preparing papain.

"The milk of the papaw possesses the property of rendering meat tender, and in fact partially digesting it," said Hon. Francis Watts. "The milk is obtained by



Roseau, Island of Dominica.



St. George's, Island of Grenada.

making a scratch or shallow incision in the skin of the papaw fruit while in green condition. It is desirable to employ a bone or wooden knife like a paper knife in making the incision, as it is essential that no iron or iron utensils shall be employed. The milky fluid rapidly exudes and may be caught in a cup held beneath the fruit. A tin cup must not be used. Earthenware or glass vessels must be used for the purpose. The fruit is not removed from the tree and it may be subjected to the operation of tapping several times at intervals of two or three days. After collecting the juice soon coagulates and takes the form of a snow-white curd possessing a somewhat pungent but not putrid smell. It speedily decomposes if not rapidly dried and when decomposing emits a most unpleasant odour. Drying is well effected by spreading the coagulated milk on drying frames made by stretching brown linen on light wooden frames, somewhat like those used for framing school slates. Drying must be continued until the substance is crisp and in such condition that it can be reduced to a fine powder without any difficulty being experienced from stickiness. The dried material should be ground to a fine powder when the resulting product should be a white or cream coloured powder with a characteristic but not putrid smell. Grinding is easily effected in a mill of the type commonly employed for grinding coffee. When grinding it is desirable to have the papain slightly warmed. The powder should be packed in tins or bottles and carefully preserved from contact with the air."

The eating of the fresh fruit promotes digestion and as it is very palatable when ripe it is popular in the West Indies.

PRODUCTION OF SPICES.

Grenada produces large quantities of nutmegs, mace, ginger and other spices. St. Vincent and St. Lucia also export small quantities of spices, but no spices are exported from the Leeward islands.

ST. VINCENT'S ARROWROOT.

St. Vincent makes a specialty of growing arrowroot. The island is particularly adapted for growing the finest quality of arrowroot and particular pains are taken in the St. Vincent arrowroot starch factories to produce a good article.

DYEWOODS AND HARDWOODS.

Logwood is exported in considerable quantities from St. Lucia and a little is shipped from St. Vincent and Antigua. St. Lucia and Dominica have fine hardwoods in their forests and as the land is cleared by settlers small quantities are offered for sale. There are some beautiful furniture woods, but as elsewhere in the tropics the forests are mixed, no great number of trees of one kind being found together.

RUBBER IN DOMINICA.

There are estimated to be between 15,000 and 20,000 Para rubber trees on the plantations of Dominica. Dominica officials of the Imperial Department of Agriculture are very hopeful regarding the possibilities of rubber production. A number of trees of other varieties of rubber have also been planted. The interior of Dominica and St. Lucia seems to be well suited for rubber growing.

OTHER PRODUCTS.

The Windward and Leeward islands have a variety of other products, but the quantities exported are not large and it would not be worth while to give details about them. It may be noted that St. Lucia exports over eighty thousand pounds of honey annually and that Antigua produces a good quality of onions and is ambitious to supply the Canadian market, but as British Guiana imports great quantities of onions that colony would seem to be the natural market for Antigua onions. Small quantities of Cassava starch are produced, and the growth of cassava might be greatly increased.

LIST OF ARTICLES OF CANADIAN ORIGIN WHICH CAN BE EXPORTED TO INDIA AND CEYLON.

By F. P. Scharsmidt.

Boots and Shoes.—With the constantly increasing demand for the higher grades of boots and shoes in India, particularly men's, the prospects of largely increasing Canadian trade are bright.

At the present time the majority of American standard shoes have secured agents in the large retail establishments throughout India, and I found that the various stores handling American boots and shoes were well satisfied both as to quality and price. A line of Canadian shoes has been shown in India, but the price for similar quality and make exceeded that of the United States by 25 to 30 per cent.

There is no Dumping Law in India, and without doubt the Americans are taking advantage of shipping surplus to that country.

Chemicals and Chemical Preparations.—The constant effort of the various departments of health in India has given rise to a rapid growth in the demand and use of various sanitary preparations, and Canadian manufacturers along these lines should look into the possibilities of the Indian market.

Calcium carbide, caustic soda and acetic acid are much in demand.

Drugs, Medicines and Toilet Articles.—The native population of India are becoming quite partial to various forms of proprietary and patent medicines and with the rapidly increasing demand for these goods, Canadian manufacturers should find a favourable market.

Cutlery and Hardware.—The growing demand for the commodities under the head of cutlery are very marked, and there is no reason why Canadian manufacturers should not find a good market for their products.

Under the heading hardware the following offer very favourable trade opportunities:—

Builders' hardware of all kinds.
Implements and tools of all kinds.
Lamps and lanterns.

Electrical Apparatus and Appliances.—Electrical apparatus and appliances of all kinds, including electrical machinery of all kinds.

Machinery.—Boilers, oil crushing machinery, saw mills and wood-working machinery (especially those of portable character), sewing and knitting machines, canning and preserving machinery.

Iron or Steel Manufactures.—Hoops and strips, nails, rivets, washers, railroad equipment of all kinds, screws, sheets and plates, wire of all kinds, cables, tubes and fittings, bars and channels, wire fencing of all kinds, copper wire and cable, office fixtures and equipment, typewriters, bedsteads and springs.

Motor Cars and Motor Cycles.—Motor cars and motor cycles of all kinds.

Paper and Stationery.—Paper and stationery of all kinds, and playing cards.

Provisions and oilman's stores.—A favourable opportunity offers to some Canadian house to introduce its products, such as cheese, oatmeal, wheats and other forms of farinaceous foods.

At the present time Quaker Oats enjoys practically a monopoly in this line; although this company has Canadian factories it exports solely United States products into India. I feel sure that any Canadian house who will give the same attention in

the way of preparation and packing of this line of goods will secure a big market throughout the Orient in general. Such goods must be packed in one and two-pound packages, tin, and air-tight.

I particularly wish to emphasize the possibilities of a large trade between Canada and India in condensed milk and canned fruits and vegetables. I found practically nothing of Canadian origin, and without exception found on the part of the importers a desire to handle Canadian products where price and quality were the same as those of United States goods.

At the present time California largely enjoys the monopoly of such goods of North American origin, although there is no reason why Canada should not secure a very large portion of this trade, but it will be very necessary on the part of canners to devote the same care and attention to the products as is done by the canners of the state of California, and in all cases where Canadian canning factories contemplate the introduction of their goods into India, they will do well to follow the system now carried on by the California producers.

Confectionery, Biscuits.—A favourable opportunity for increasing trade exists in these lines, but it must be remembered that all goods of this description must be packed in hermetically-sealed tin packages.

Jams.—India is a very large consumer of this product, and although there is an increasing demand for the pure grades packed in glass, there is a very heavy demand for inferior qualities of jam and conserve mixtures. Australia is doing a very large business in these products, but the Japanese, on their part, successfully compete with them.

Jams prepared for export to India should be put up in either glass or tin, not to exceed one pound in weight.

Cotton Textiles, piece and soft goods.—The largest items of import into India are goods of this class and there is no reason why Canadian houses should not be able to secure a large share of this trade. The trade is of a special and peculiar character and it would be essential that considerable time should be devoted to a study of the requirements of the Indian market. I met a great number of United States representatives handling these lines, and I gathered from them that they anticipated a very large export business to India. On studying the situation they found they would be able to compete both with the British and the Japanese products; the latter country has shown wonderful development in the manufacture and marketing of these commodities.

Cotton Hosiery.—I met on all sides a demand for these goods, and Canadian manufacturers can be assured of a large outlet for their products of this description.

Cotton Under and Overshirts.—India offers an unlimited market for this line of goods, particularly in the cheaper and inferior grades.

Wood and Timber.—The situation in India, so far as these products are concerned, is as follows: India has practically no soft woods. Although there is a heavy demand for them, they have declined in use on account of the ravages of the white ant, and a very favourable opportunity exists for the perfection of cheap and efficient means of treatment of all timbers, whereby our soft woods can be made immune from the attacks of this insect.

The railroad tie situation in India is very serious, and to-day they are scouring their forests to secure various hard woods for the purpose of railroad ties, and to-day's price of the same is approximately $1 in our money. I was assured by both the Railroad Department of India and by the timber producers that this price would shortly be not under $5 per tie, the board measurement of the same being 36 feet.

Tea and Rubber Boxes.—There is a pressing need in India for this class of goods, and at the present time Japan enjoys almost a monopoly. Prices of boxes have increased from 300 to 400 per cent and Canadian manufacturers would do well to look into the possibilities of this market.

Fibre and Cardboard.—Owing to the conditions above described in connection with tea and rubber boxes, I can see no reason why the introduction of wood fibre boxes into India would not prove successful. Manufacturers contemplating the introduction of fibre products into India for the tea packages must bear in mind that the same must be odorless, but this does not apply to rubber containers.

Veneer and Venesta.—Several large veneering plants have recently been established in India and they are now engaged in manufacturing their hardwoods into veneers with which to make tea boxes, but from conversation with the firms interested in these ventures I realize that their product will be diverted into other purposes paying more money, although the erection of the plants was essentially to meet the shortage of the tea box situation.

I feel quite satisfied that the Canadian timber interests and manufacturers should be able to secure a very large business throughout India in these lines.

DRAWBACK ON SILK CLOTH IN THE GUM.

The following regulations have been established by Order in Council, dated 15th September, 1920, under the provisions of section 286 of the Customs Act (*vide* Memorandum of the Department of Customs No. 2417-B).

REGULATIONS.

When imported silk cloth in the gum, not boiled off or bleached, measuring not less than twenty inches in width, on which customs duties have been paid, is dyed or finished in Canada, after the thirty-first day of August, nineteen hundred and twenty, and before the end of the next session of Parliament, there may be paid a drawback of fifty per centum of the customs duties paid on silk cloth as hereinbefore described.

Provided, however, the said drawback shall not be paid unless the duty has been paid on the silk cloth as hereinbefore described, within twelve months of the dyeing or finishing of the silk cloth in Canada, subject to the following conditions, viz.:—

(a) The quantity of silk cloth used, and the amount of customs duties paid thereon, shall be ascertained.

(b) Satisfactory evidence shall be furnished in respect to the dyeing or finishing of the silk cloth in Canada.

The claim for drawback shall be verified under oath before a collector of customs to the satisfaction of the Minister of Customs and Inland Revenue, in such form as he shall describe, within one year after the dyeing or finishing of the silk cloth in Canada. The Minister may also require in any case the production of such further evidence, in addition to the usual averments, as he deems necessary to establish the bona fides of the claim.

FIXED RATES OF CUSTOMS DUTY ON TINNED FRUITS IMPORTED INTO THE UNITED KINGDOM.

The following is published in the British *Board of Trade Journal* for September 9:—

The Board of Customs and Excise are prepared to consider applications for the approval of fixed rates of Customs duty on large and regular consignments of standard brands of imported tinned fruits, based on the percentage of sugar or other sweetening matter (exclusive of saccharin) used in the manufacture or preparation of the goods, as an alternative to entry of the goods under the appropriate tariff rating. Applications for fixed rates must be accompanied by a declaration made by the importer or importing agent, which must be confirmed with the least possible delay by a declaration and undertaking given by the overseas manufacturer, in the forms appended to this notice. The declaration and subsequent undertaking must give the required details of each brand or mark of each description of fruit for which a fixed rate is sought. If the goods contain any sweetening matter other than sugar, the forms should be altered accordingly.

Rates of duty will be fixed as soon as the declaration made by the importer or importing agent has been confirmed by official analysis of a sufficient number of samples drawn from current importations. In the meantime, the revenue officers at the ports concerned will be instructed to allow immediate delivery of the relative brands or marks, after sampling, on deposit of duty at the appropriate tariff ratings; the deposit will subsequently be adjusted when the fixed rates of duty have been approved by the Board.

DECLARATION TO BE MADE BY THE IMPORTER OR IMPORTING AGENT.

(a partner in) (firm)
I..... ....(a director of) the (company)
.... of ....
....hereby declare on their behalf that the following is a correct statement of the composition of the undermentioned brands or marks of tinned fruits packed by .... of ....and imported into the United Kingdom at..... ....
(firm)
by that (company), the stated percentage of added sugar being calculated in each instance on the net weight of the contents of the tin.

Brand or Mark.	Description of Fruit.	Percentage of added Sugar.

Signed..... ....
....1920.

DECLARATION AND UNDERTAKING TO BE GIVEN BY THE OVERSEAS MANUFACTURER.

(a partner in) (firm)
I..... ....(a director of) the (company)
.... of ....
....hereby declare on their behalf that the following is a correct statement of the composition of the undermentioned brands or marks of tinned fruits packed by them and to be imported into the United Kingdom, the stated percentage of added sugar being calculated in each instance on the net contents of the tin.

Brand or Mark.	Description of Fruit.	Percentage of added Sugar.

SUMMARY OF THE TRADE OF CANADA: MONTHS, FIVE MONTHS AND TWELVE MONTHS ENDING AUGUST, 1920.

(Compiled by External Trade Division, Dominion Bureau of Statistics.)

Main Groups.	Month of August, 1920.			Five Months ending August, 1920.			Twelve Months ending August, 1920		
	Total Trade.	With United Kingdom.	With United States.	Total Trade.	With United Kingdom.	With United States.	Total Trade.	With United Kingdom	With United States
Imports for Consumption.	$	$	$	$	$	$	$	$	$
Vegetable Products	22,494,905	2,473,500	9,399,426	127,562,386	14,060,554	55,089,975	299,145,915	28,663,149	159,677,925
Animal Products	4,670,550	346,416	3,273,140	32,050,281	2,981,104	21,399,563	91,985,587	5,936,865	66,853,840
Fibres and Textile Products	28,590,352	12,849,591	12,585,848	143,708,370	66,082,724	61,221,388	310,875,386	122,887,603	152,601,642
Wood, Wood Products and Paper	5,893,499	33,142	5,314,813	24,335,825	1,240,599	22,207,746	51,794,535	2,255,263	48,907,456
Iron and its Products	24,590,545	1,647,093	22,686,555	115,463,768	6,849,254	107,955,167	228,509,243	10,868,113	216,239,430
Non-Ferrous Metal Products	5,199,672	786,856	4,225,021	26,187,841	3,323,848	21,661,928	60,325,545	5,543,105	52,353,123
Non-Metallic Mineral Products	22,779,608	1,100,798	21,134,991	76,771,166	4,466,901	68,968,196	152,089,080	9,160,429	135,138,222
Chemicals and Allied Products	3,730,539	563,393	2,796,766	17,681,231	3,009,468	13,366,540	38,069,986	5,811,231	29,588,836
All Other Commodities	6,368,344	1,371,049	4,447,639	34,129,735	9,189,940	22,522,055	72,357,087	14,981,364	52,674,855
Total Imports, 1920	124,318,014	21,471,838	85,864,199	597,890,603	111,204,392	394,392,558	1,296,152,364	206,107,122	904,115,329
1919	81,357,385	7,507,214	62,593,242	366,254,408	31,439,481	291,383,299	872,267,894	76,690,228	692,606,973
1918	79,940,182	6,576,426	64,641,367	413,698,219	27,784,371	348,979,350	902,857,950	70,906,189	742,376,526
Exports (Canadian).									
Vegetable Products	29,970,363	10,149,746	4,927,827	138,879,884	48,610,423	30,640,776	374,498,548	176,476,085	62,068,458
Animal Products	21,232,920	12,958,756	6,442,406	77,268,018	41,446,549	27,994,995	270,806,767	108,272,224	120,944,147
Fibres and Textile Products	1,395,008	190,048	592,638	9,982,841	1,860,938	3,375,778	33,625,478	4,406,727	9,312,449
Wood, Wood Products and Paper	31,817,127	4,771,325	23,447,261	126,753,046	18,269,331	96,786,664	268,134,112	45,895,271	198,599,052
Iron and its Products	7,544,480	1,890,885	2,755,325	34,069,779	9,549,754	11,558,998	82,399,925	18,349,042	26,995,238
Non-Ferrous Metal Products	4,691,948	897,728	3,365,528	20,025,796	3,926,494	14,221,867	56,675,144	9,307,555	39,437,987
Non-Metallic Mineral Products	5,746,363	401,377	2,564,830	18,858,088	1,525,242	10,349,402	39,970,102	3,780,763	22,327,458
Chemicals and Allied Products	1,810,962	373,727	989,767	9,143,717	1,763,146	4,667,115	23,018,929	3,726,612	13,281,647
All Other Commodities	8,068,893	5,115,097	1,384,480	19,409,318	5,865,415	5,162,771	70,394,891	23,786,638	12,575,553
Total Exports, 1920	112,278,064	36,748,689	46,470,062	454,390,487	132,817,292	204,758,366	1,219,523,896	393,991,917	505,451,989
1919	116,474,792	52,238,338	40,764,875	474,358,689	227,978,271	163,334,301	1,241,615,681	575,697,918	430,585,441
1918	88,353,888	32,238,081	41,832,636	449,186,814	193,031,330	187,622,030	1,334,972,342	687,787,224	419,413,807
Exports (Foreign).									
Totals only, 1920	1,489,331	186,096	1,159,266	11,072,080	594,961	9,878,297	37,918,443	3,649,970	31,179,584
1919	4,313,801	255,267	3,968,962	20,320,248	3,755,052	15,798,067	59,812,687	19,365,862	32,285,656
1918	4,449,609	2,835,851	1,215,444	12,829,040	4,477,329	6,334,900	41,190,665	12,952,181	21,865,050

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in Western Division and at Public Elevators in the East; also U.S. Atlantic Seaboard Ports.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending September 24, 1920.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
Fort William—	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
C. P. R.	270,281	11,433	91,693	.....	89,222	462,629
Empire Elevator Co.	Now operating under a Private Terminal Elevator License.					
Consolidated Elevator Co.	394,921	11,461	12,536	67,584	772	487,274
Ogilvie Flour Mills Co.	215,347	5,870	45,814	.....	6,293	273,324
Western Terminal Elevator Co.	161,854	15,131	10,854	17,206	.....	205,045
G. T. Pacific	190,663	31,706	18,250	33,825	3,868	278,312
Grain Growers' Grain Co.	665,480	55,145	126,172	.....	51,633	898,430
Fort William Elevator Co.	116,402	5,625	40,751	13,625	22,831	199,234
Eastern Terminal Elevator Co.	Now operating under a Private Terminal Elevator License.					
Northwestern Elevator Co.	327,481	29,541	91,836	43	1,134	450,035
Port Arthur—						
Port Arthur Elevator Co.	266,182	20,555	94,800	1,013	10,001	392,551
Sask. Co-op. Elevator Co.	332,448	9,671	2,590	69,045	3,150	416,904
Canadian Government Elevator	189,307	55,056	12,092	81,050	5,310	342,815
Thunder Bay	Now operating under a Private Terminal Elevator License.					
Davidson and Smith	6,653	2,848	1,067	.....	423	10,991
Eastern—Richardson	Now operating under a Private Terminal Elevator License.					
Total Public Terminal Elevators	3,137,019	254,042	548,455	283,391	194,637	4,417,544
Total Private Terminal Elevators	875,433	96,660	132,074	54,770	7,446	1,166,383
Saskatoon Can. Govt. Elevator	11,292	9,489	180	1,587	.....	22,548
Moosejaw Can. Govt. Elevator	157,287	11,707	.....	1,122	4,380	174,496
Calgary Can. Govt. Elevator	25,837	28,441	6,485	29	159	69,951
Vancouver, Can. Govt. Elevator	5,769	594	.....	.....	.....	6,363
Total Interior Terminal Elevators	200,185	50,231	6,665	2,738	4,539	264,358
Depot Harbour			None	in stock.		
Midland—						
Aberdeen Elevator Co.	2,100	.....	.....	.....	.....	2,100
Midland Elevator Co.			None	in stock.		
Tiffin, G.T.P.			"	"		
Port McNicoll	699,831	200	.....	.....	.....	700,031
Collingwood	.....	.....	.....	.....	.....	.....
Goderich—						
Elevator and Transit Co.	193	2,699	.....	.....	.....	2,892
West. Can. Flour Mills Co., Ltd.	1,012	.....	.....	.....	.....	1,012
Toronto—						
Campbell Flour Mills Co.	2,414	.....	1,870	.....	.....	4,284
Kingston—						
Montreal Transportation Co.	.....	.....	.....	.....	.....	.....
Commercial Elevator Co.			None	in stock.		
Port Colborne Dom. Govt. Elevator	63,064	.....	.....	.....	.....	63,064
* " Maple Leaf Milling Co., Ltd.	93,761	.....	.....	.....	.....	93,761
Prescott	.....	.....	.....	.....	.....	.....
Montreal—						
Harbour Commissioners Nos. 1 & 2.	3,288,690	179,030	143,874	21,629	.....	3,633,223
Montreal Warehousing Co.	1,750,240	.....	.....	.....	.....	1,750,240
Ogilvie Flour Mills Co.	25,811	.....	.....	.....	.....	25,811
Quebec Harbour Commissioners	2,629	15,427	.....	.....	.....	18,056
West St. John, N.B., C.P.R.			None	in stock.		
St. John, N.B., Can. Nat. Rys.			"	"		
Halifax, N.S., " "			"	"		
Total Public Elevators	5,929,745	197,356	145,744	21,629	.....	6,294,474
Country Elevators	.....	.....	.....	.....	.....	.....
U.S. Atlantic Seaboard Ports—						
Portland, Maine			Not operating.			
Baltimore, Maryland	10,567	.....	.....	.....	25,498	36,065
Total U.S. Atlantic Seaboard Ports	10,567	.....	.....	.....	25,498	36,065
Total quantity in store	10,152,949	598,289	832,938	362,528	232,120	12,178,824

*Week ending Sept. 17, 1920.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Public Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East, for the week ending September 24, 1920.

Grades.	Account Imperial Government	Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard		17,653	4,577		22,230
No. 1 Northern		1,353,993	132,350	3,618,814	5,105,157
No. 2 "		903,550	14,466	956,128	1,874,144
No. 3 "		484,149	38,137	662,126	1,184,412
No. 4 Wheat		65,943	24	46,545	112,512
No. 5 "		1,369		30,809	32,178
No. 6 "		1,998			1,998
Other		308,364	10,631	615,323	934,318
Totals		3,137,019	200,185	5,929,745	9,266,949
Oats—					
No. 1 C.W					–
No. 2 "		56,699	14,088	11,613	82,400
No. 3 "		96,756	4,535	56,025	157,316
Ex. No. 1 Feed		11,781	2,802	5,240	19,823
No. 1 Feed		15,463	3,216	16,318	34,997
No. 2 "		39,304	3,246	44,786	87,336
Other		34,039	22,344	63,374	119,757
Totals		254,042	50,231	197,356	501,629
Barley—					
No. 3 extra C.W			1,620		1,620
No. 3 C.W		274,202	4,048	53,865	332,115
No. 4 "		170,310	607	25,499	196,416
Feed		23,659	390	8,672	32,721
Rejected		60,335		44,648	104,983
Other		19,949		13,060	33,009
Totals		548,455	6,665	145,744	700,864
Flax—					
No. 1 Northwestern Canada		145,830	1,150		146,980
No. 2 C.W		43,496	1,056		44,552
No. 3 "		48,306	57	11,204	59,567
Rejected			475	10,425	10,900
Other		45,759			45,759
Totals		283,391	2,738	21,629	307,758
Rye—					
No. 1 C.W		128,341	1,731		130,072
No. 2 "		47,726	2,699		50,425
No. 3 "					–
No Grade		1,141			1,141
Rejected		2,068	34		2,102
Other		15,361	75		154,436
Totals		194,637	4,539		199,176
Corn					–
Total quantity in store		4,417,544	264,358	6,294,474	10,976,376

*Overshipped.

Quantity of Wheat and other Grain in store at Public Terminal Elevators, Private Terminal Elevators, Interior Terminal Elevators, Country Elevators, U.S. Atlantic Seaboard Ports and Public Elevators in the East, on September 24, 1920, with comparisons for five years.

—	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
September 24, 1920—			
Public Terminal Elevators	3,137,019	1,280,525	4,417 544
Private " "	875,433	290,950	1,166,383
Interior " "	200,185	64,173	264,358
Country Elevators	Not Available.		
U.S. Atlantic Seaboard Ports	10,567	25,498	36,065
Public Elevators in the East	5,929,745	364,729	6,294,474
Total	10,152,949	2,025,875	12,178,824
September 26, 1919—			
Public Terminal Elevators	4,940,403	2,000,762	6,941,165
Interior " "	15,431	105,879	121,310
Public Elevators in the East	1,970,803	2,094,806	4,065,609
Total	6,926,637	4,201,447	11,128,084
September 27, 1918—			
Public Terminal Elevators	1,649,201	2,465,099	4,114,300
Interior " "	20,848	171,046	191,894
Public Elevators in the East	284,322	1,630,541	1,914,863
Total	1,954,371	4,266,686	6,221,057
September 28, 1917—			
Public Terminal Elevators	5,422,626	3,472,443	8,895,069
Interior " "	103,954	86,272	190,226
Public Elevators in the East	2,238,179	896,408	3,134,587
Total	7,764,759	4,455,123	12,219,882
September 29, 1916—			
Public Terminal Elevators	4,457,896	3,041,895	7,499,791
Interior " "	291,473	75,023	366,496
Public Elevators in the East	4,615,204	8,836,326	13,451,530
Total	9,364,573	11,953,244	21,317,817
October 1, 1915—			
Public Terminal Elevators	8,176,140	1,672,064	9,848,204
Interior " "	38,576	1,253	39,829
Public Elevators in the East	784,143	376,440	1,160,583
Total	8,998,859	2,049,757	11,048,616

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

Receipts and Shipments of the different kinds of Canadian Grain at the Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in the Western Division, and Public Elevators in the East; also United States Atlantic Seaboard Ports for the week ending September 24, 1920.

PUBLIC TERMINAL ELEVATORS.

		Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Receipts	Rail	2,763,735	138,911	208,263	25,417	128,058		3,264,384
Shipments	Vessel	1,216,686			40,719	18,768		1,276,173
	Rail	70,764	17,968	10,727				99,459

PRIVATE TERMINAL ELEVATORS.

Receipts	Rail	1,222,462	134,819	94,455	8,682	4,166		1,464,584
Shipments	Vessel	786,071			6,562	7,948		800,581
	Rail	42,570	107,857	74,568				224,995

INTERIOR TERMINAL ELEVATORS.

Receipts	Rail	71,330	12,970	1,620	405	1,730		88,055
Shipments	Rail	25,525	1,765		1,915	4,983		34,188

COUNTRY ELEVATORS, WESTERN DIVISION.

Receipts	Rail	Not available.
Shipments	Rail	

PUBLIC ELEVATORS IN THE EAST.

GEORGIAN BAY PORTS.

Receipts	Vessel	140,122						140,122
Shipments	Rail	612,093	1,902		6,182			620,177

LOWER LAKE PORTS.

Receipts	Vessel	137,591	12,939	2,207				152,737
	Rail							
Shipments	Vessel	127,176	9,321					136,497
	Rail	103,185						103,185

ST. LAWRENCE PORTS.

Receipts	Vessel	110,880		15,981				126,861
	Rail	892,316	51,429	139,090				1,082,835
Shipments	Vessel	400,551	18,823	268,440				687,814
	Rail	65,628	64,281	2,837				132,746

SEABOARD PORTS.

Receipts	Rail							
Shipments	Vessel							

TOTAL, PUBLIC ELEVATORS IN THE EAST.

Receipts	Vessel	388,593	12,939	18,188				419,720
	Rail	892,316	51,429	139,090				1,082,835
Shipments	Vessel	527,727	28,144	268,440				824,311
	Rail	780,906	66,183	2,837	6,182			856,108

U.S. ATLANTIC SEABOARD PORTS.

Receipts	Rail	7,327				4,311		11,638
Shipments	Vessel							

Quantity of United States Grain in Store, Received and Shipped at the Public Elevators in the East for the week ending September 24, 1920, in comparison with the same period last year.

	Wheat	Oats	Barley	Rye	Corn	Total
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Depot Harbour Elevator...	13,250	140,549	.....	.....	74,920	228,719
Tiffin, G.T.P. "	58,927	.....	.....	64,774	.....	123,701
Port McNicoll, C.P.R.....	.....	.....	.....	32,911	.....	32,911
Montreal Hbr. Commrs. Elevators 1 and 2.....	272,260	.....	17,868	376,946	207,112	874,126
Totals.....	344,437	140,549	17,868	474,631	282,032	1,259,457
Same period last year.....	59,578	.....	33,426	621,178	1,014	715,196

Georgian Bay Ports.

	Receipts.		Shipments.	
	Water	Rail	Water	Rail
	Bush.	Bush.	Bush.	Bush.
Wheat.....	337,920	.....	.....	308,766
Oats.....	.....	.....	.....	2,000
Rye.....	132,935	.....	.....	141,752
Corn.....	74,920	.....	.....	—

St. Lawrence Ports.

Wheat.....	45,638	225,425	608,944	—
Barley.....	.....	.....	9,661	—
Corn.....	.....	3,753	69,446	—
Rye.....	.....	310,916	23,075	—

Receipts and Shipments of the Different Kinds of Grain at Fort William and Port Arthur Public and Private Terminal Elevators during the twelve months ended August 31, 1920 and 1919.

	Receipts.							
	Wheat.	Oats.	Barley.	Flax	Rye.	Corn.	Total.	Mixed Grains.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lb.
September, 1919.....	16,013,726	1,818,832	1,023,840	31,028	219,190	.....	19,106,616	2,477,421
October, 1919.....	19,348,666	4,965,057	1,449,940	229,290	176,965	.....	26,169,918	6,403,202
November, 1919.....	16,163,932	4,273,606	1,515,155	281,668	202,171	60,709	22,497,241	4,635,164
December, 1919.....	9,601,846	3,043,399	980,755	191,157	104,125	59,300	13,980,582	2,965,948
January, 1920.....	5,536,588	2,338,219	586,701	102,763	54,702	.....	8,618,973	1,651,464
February, 1920.....	2,929,467	774,589	327,168	48,058	53,894	3,456	4,136,632	1,016,538
March, 1920.....	2,472,958	810,865	478,061	45,628	77,216	4,521	3,889,249	1,210,532
April, 1920.....	4,234,335	2,331,759	654,437	50,355	98,456	.....	7,369,342	1,858,506
May, 1920.....	4,417,976	2,344,356	315,966	67,551	57,533	35,935	7,239,317	1,029,982
June, 1920.....	2,185,156	517,945	91,567	125,688	37,185	.....	2,957,541	722,426
July, 1920.....	4,907,450	1,411,549	468,194	357,180	57,767	.....	7,202,140	1,101,925
August, 1920.....	4,583,546	526,694	301,886	128,693	33,562	104,170	5,678,551	538,395
Total twelve months, 1920....	92,395,646	25,156,870	8,193,670	1,659,059	1,172,766	268,091	128,846,102	25,611,593
Total twelve months, 1919....	97,476,240	12,863,928	10,001,527	2,074,758	970,216	201,631	123,588,300	18,699,286

Shipments.

		Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.	Mixed Grains.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lb.
September, 1919	Lake	12,124,172	1,308,751	536,332	.....	66,131	.....	14,035,386	874,008
	Rail.	267,513	556,799	184,195	24,318	5,589	.....	1,038,414	1,294,292
October, 1919	Lake	19,650,889	2,048,788	1,054,679	54,140	109,513	.....	22,918,009	1,680
	Rail.	264,803	1,130,170	72,927	48,547	5,159	.....	1,521,606	1,522,953
November, 1919	Lake	15,763,771	4,409,253	1,320,270	256,924	335,500	.....	22,085,718	302,580
	Rail.	305,375	429,372	56,326	34,806	9,794	60,709	896,382	1,213,199
December, 1919	Lake	5,350,235	1,416,264	770,128	.....	.....	.....	7,545,627	71,240
	Rail.	1,010,523	993,575	147,863	127,636	2,590	59,296	2,341,483	2,153,149
January, 1920	Rail.	5,166,290	904,114	358,686	62,997	.....	.....	6,492,087	657,410
February, 1920	Rail.	1,762,396	861,835	228,229	116,683	451	1,065	2,970,659	452,760
March, 1920	Rail.	2,370,851	619,413	88,993	16,529	.....	1,527	3,097,313	344,414
April, 1920	Lake	1,060,904	594,778	569,615	.....	290,226	.....	5,515,523	—
	Rail.	432,557	483,252	116,810	39,782	.....	.....	1,072,401	1,902,544
May, 1920	Lake	9,929,806	5,250,696	1,272,080	.....	288,702	.....	16,741,284	320,307
	Rail.	133,214	308,507	112,169	64,441	*2,518	36,535	652,348	1,084,636
June, 1920	Lake	2,991,813	97,635	126,452	.....	63,227	.....	3,279,127	173,200
	Rail.	390,335	300,046	63,288	26,292	99	.....	780,060	1,171,605
July, 1920	Lake	4,707,545	1,238,145	618,033	109,480	53,539	.....	6,726,742	*173,200
	Rail.	105,027	657,884	45,887	7,008	.....	.....	815,806	1,201,883
August, 1920	Lake	6,272,051	242,866	409,821	293,041	79,892	.....	7,297,671	—
	Rail.	*223,122	613,162	83,576	6,412	.....	91,203	571,231	1,014,859
Total twelve months, 1920	Lake	80,860,186	16,607,176	6,677,410	713,585	1,286,730	.....	106,145,087	1,569,815
	Rail.	11,985,762	7,858,129	1,558,949	575,451	21,164	250,335	22,249,790	14,013,695
Total twelve months, 1919	Lake	90,416,927	6,774,293	9,095,509	1,393,230	691,796	.....	108,371,755	7,969,092
	Rail.	6,764,330	6,913,390	1,386,345	769,826	109,180	201,656	16,144,727	10,866,047

*Overshipped.

THE CITY OF ATHENS.

Athens, the capital of Greece, anciently the capital of the state of Attica and the centre of Greek culture, is situated in 23° 44′ E. and 37° 58′ N., towards the southern and central end of the principal plain of Attica. The nearest point between the city and the sea (on the gulf of Ægina, at Phalerum) is a little over three miles. The modern city lies mostly north of the Acropolis, the principal buildings being the royal palace, the academy of science and art, polytechnic museum, observatory, chamber of deputies, national library and archæological museum. Although the principal financial centre of the Kingdom, there are few manufactures, the trade being mainly concerned with its own requirements. Its industrial and financial activities centre round the port of Piræus, about five miles to the southeast, now the chief port of the Ægean. Population of Athens is estimated at 250,000.

The illustration on the front page of this number of the *Weekly Bulletin* gives a panoramic view of the city of Athens.

AUTOMOBILES OF THE MALAY PENINSULA.

Concerning the supply of automobiles for the Malay Peninsula, a recent statement in *Commerce* specified that the demand is for a medium-powered vehicle of good, useful type, free from complications in operating, with good road clearance and average wheel base. Electric lighting, starting outfits, and spare wheel equipment are not necessary. Wind screens should be of non-splinterable glass, mechanical horns are preferred to the bulb variety, and cars with three-speed gears and a reverse have come into favour.

FOREIGN EXCHANGE QUOTATIONS FOR THE WEEK ENDING SEPTEMBER 29.

The Foreign Exchange Department of the Bank of Montreal has furnished the following statement of the nominal closing quotations for all the principal exchanges for the week ending September 29. Those for the week ending September 22 are also given for the sake of comparison.

		Parity.	Week ending September 22. 1920.	Week ending September 29. 1920.
Britain	£	1.00 $4.86	3.864	3.84
France	Fr.	1. .193	.076	.074
Italy	Lira	1. .193	.048	.046
Holland	Florin	1. .402	.342	.347
Belgium	Fr.	1. .193	.081	.078
Spain	Pes.	1. .193	.162	.162
Portugal	Esc.	1. 1.08	1.83	1.77
Switzerland	Fr.	1. .193	.178	.178
Germany	Mk.	1. .238	.184	.018
Greece	Dr.	1. .193	.116	.115
Norway	Kr.	1. .268	.149	.155
Sweden	Kr.	1. .268	.222	.221
Denmark	Kr.	1. .268	.149	.155
Japan	Yen	1. .498	.568	.566
India	R.	1. .342	.382	.382
United States	$	1. 1.00	1.11	1.10⅜
Argentina	Pes.	1. .965	1.31	1.30
Brazil	Mil.	1. .546	.212	.199
Roumania	Lei.	1. .193	.013	.021

NEW INCORPORATIONS.

Dominion.

Guarantee Batteries, Limited. Incorporators: Charles Lawrence Dunbar and Leo William Goetz, solicitors; and others—all of Guelph. Capital $300,000, divided into 60,000 shares of $5 each. Chief place of business, Rockwood, Ont.

Hodgson, Freck, Limited. Incorporators: Michael Thomas Burke, advocate, Montreal; and others. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of business, Montreal.

Three Rivers Pulp and Paper Company, Limited. Incorporators: Gordon Walters MacDougall and Lawrence Macfarlane, K.C.'s; Gregor Barclay, William Bridges Scott and Adrian Knatchbull Hugessen, advocates; and James Geary Cartwright, office manager—all of Montreal. Capital $4,400,000. Chief place of business, Montreal.

Pyke Motor and Yacht Company, Limited. Incorporators: Louis Philippe Crapeau, K.C.; Maurice Dugas and Segfried Hinson Read Bush, advocates; and others—all of Montreal. Capital $200,000, divided into 2,000 shares of $100 each. Chief place of business, Montreal.

Ellicott Mining Company, Limited. Incorporators: Francis Wilson Griffiths and Arthur Lorne Reid, solicitors; and others—all of Niagara Falls. Capital $250,000, divided into 250,000 shares of $1 each. Chief place of business, Niagara Falls.

The Ault and Wiborg Company of Canada, Limited. Incorporators: Harold Learoyd Steele and George McClure Willoughby, barristers-at-law; and others—all of Toronto. Capital $500,000, divided into 5,000 shares of $100 each. Chief place of business, Toronto.

Niagara Hats, Limited. Incorporators: George Roy Sproat, accountant; John Clerke Thomson, solicitor; and others—all of Toronto. Capital $500,000, divided into 5,000 shares of $100 each. Chief place of business, Niagara Falls.

Canadian Flashlight, Limited. Incorporators: Ernest Whitfield Lesson, Cecil de Courcy Sinclair Huscason and Alfred Town, brokers; John Burling Roberts and William Savage, barristers—all of Vancouver, B.C. Capital $2,000,000, divided into 2,000,000 shares of $1 each. Chief place of business, Vancouver.

United Maple Products, Limited. Incorporators: Alfred Mathew Taylor, agent; John Frederic Dufferweil, engineer, both of Montreal; and others. Capital $1,000,000, divided into 10,000 shares of $100 each. Chief place of business, Granby, P.Q.

Fulton Motors, Limited. Incorporators: Alfred William Briggs and Ernest Macaulay Dillon, barristers; and others—all of Toronto. Capital $2,000,000, divided into 20,000 shares of $100 each. Chief place of business, Toronto.

British Columbia.

Moose Group Mining Company, Limited (non-personal liability). Capital $100,000. Registered office, Vancouver.

Okanagan Farmers' Milling Company, Limited. Capital $50,000. Registered office, Vernon.

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "The Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa," or The Secretary of the Canadian Manufacturers' Association, Toronto, Montreal, Winnipeg, Amherst, N.S., and Vancouver, or The Secretary of the Board of Trade at Toronto, Hamilton, Kingston, Brandon, Halifax, Montreal, Quebec, St. John, Sherbrooke, Vancouver, Victoria, Winnipeg, Edmonton, Calgary, Moosejaw, Saskatoon, Sault Ste. Marie, Fort William, Port Arthur, Moncton, Regina, New Westminster, B.C., Sydney (Cape Breton), North Sydney (Cape Breton), Guelph, Peterborough, Brantford, Kitchener, St. Mary's, Ont., Chambre de Commerce de Montreal, The London, Ont., Chamber of Commerce, The Stratford Chamber of Commerce, The Border Chamber of Commerce, Windsor, Ont., and Kitchener Manufacturers' Association.

Foodstuffs, including Canned Goods.

1988. **Cheese.**—A commercial agent in Cork would like to make a direct connection with an exporter of Canadian cheese.

1989. **Cheese.**—A direct connection with a Canadian cheese producer is wanted by Irish importer, who states that he can promise very large business.

1991. **Flour.**—Irish firm desire to make further connections with Canadian flour mills.

1992. **Flour.**—Large importing firm in Scotland, dealing solely in flour, are open to make additional connections. This firm already imports from between fifteen and twenty Canadian flour mills.

1993. **Oatmeal and rice flour.**—Scotch firm desire to hear from Canadian producers who are in a position to export either of these food products. This firm has long-established Canadian connections.

1994. **Flour and rolled oats.**—South of Ireland importer is open to make direct connections.

1995. **Tropical products, cereals, foodstuffs.**—A very old-established house in Palermo, Sicily, would be glad to get in touch with Canadian exporters of the above.

1996. **Sugar, beet and cane.**—Belfast importer calling on the grocery trade will be glad to make a connection with any Canadian exporter in a position to supply either beet or cane sugar.

1997. **Tinned vegetables.**—A Scotch firm are willing to discuss business with Canadian producers who are in a position to export vegetables tinned.

1998. **Canned goods.**—Belfast merchant desires to make direct connection with independent canneries who are able to assure a regular supply of canned products. For such connection he states he will be able to do a big business.

1999. **Canned fruits and vegetables.**—Firm of import merchants in Cork want direct representation.

2000. **Confectionery and tinned fruits.**—Firm of wholesalers with headquarters in Edinburgh, and covering the trade through Scotland, Ireland, and the north of England, would be interested to see samples in this line.

Timber and Timber Products.

1990. **Maple.**—There is a demand in Glasgow, local broker reports, for 3-inch by $\frac{5}{8}$-inch maple sheathing, off saw.

2001. **Maple blocks.**—Irish importers are open to receive quotations for maple blocks.

2002. **Doors.**—Importers in Belfast desire to receive quotations from Canadian door manufacturers who are in a position to make early delivery. Some Canadian doors are now reaching this market below local prices, and it is believed that this trade can be extended.

2003. **Rock elm.**—Importers in Belfast desire to get in touch with firm in Canada which can ship $2\frac{1}{2}$-inch by 3-inch by 12-feet planks; this wood is used largely by carriage works.

2004. **Maple flooring.**—Flooring which is 3 inches by $1\frac{1}{16}$ inch or 3 inches by $1\frac{1}{8}$ inch would find a ready market in Scotland at the present time. These sizes are finished, tapered and grooved, hollowed and matched at ends, ready for laying.

2005. **Timber.**—Belfast importer desires to hear from Canadian exporters who are in a position to send timber of all kinds to the Irish market.

2006. **Pulp boards.**—Irish merchant states that he is in a position to use large quantities of these if he can obtain them.

2007. **Handles.**—Scotch firm desires to get in touch with Canadian manufacturers of pine hoe handles 5 feet 6 inches by $1\frac{1}{4}$ inch; ash fork handles, 5 feet $6\frac{1}{2}$ inches by $1\frac{3}{8}$ inch, bare; or, in fact, any other handles used in Scotland.

2008. **Three-plywood.**—Canadian producers who are in a position to supply orders at present time in Ireland can be placed in touch with firm in Belfast who can handle large quantities.

2009. **Lumber.**—A firm in Catania, Sicily, wish to buy lumber in Canada.

2010. **Lumber.**—A Turin house are willing to consider offers from Canadian firms wishing to export lumber to Italy.

Paper and Paper Products.

2011. **Paper.**—A special kind of paper manufactured of wool, cotton, linen, and waste fibres and impregnated with bituminous matters is required in Czecho-Slovakia. The annual quantity consumed in Czecho-Slovakia is about 8,000 tons. The price ruling during June and July was approximately 7,000 Czech crowns per ton. The Germans had made offers at 5,000 marks per ton, but if Canada could supply within these prices or even a little over orders would probably be placed. The following are the approximate weights per square metre for the sizes required: No. 80, 625 grammes (80 square metres = 50 kilogrammes); No. 100, 500 grammes (100 square metres = 50 kilogrammes); No. 150, 333 grammes (150 square metres = 50 kilogrammes); No. 200, 250 grammes (200 square metres = 50 kilogrammes). To be delivered in rolls of 50 kilogrammes and marked or perforated in lengths of 10 metres. Samples of sizes Nos. 80 and 100 have been sent to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa. Quotations if possible c.i.f. Hamburg.

Note.—Rate of exchange for Czech crown on August 1, 1920, was approximately 45 crowns to the United States dollar. Weights and measures according to the metric system.

2012. **Kraft paper.**—Irish merchant would like to hear from exporters of kraft paper.

2013. **Newsprint.**—Belfast merchant wants quotations from any Canadian company in a position to export, whether now or in the near future.

2014. **Kraft paper.**—Irish importers with large connections desire to get into touch with Canadian producers of kraft paper.

2015. **Newsprint.**—Irish importers state that they are in a position to handle large quantities of Canadian newsprint.

2016. **Paper of all kinds.**—Wholesale and export manufacturing stationers desire to get into touch with producers; they hitherto have bought large quantities through London agents.

2017. **Tram ticket boards.**—A company in Scotland supplying tram tickets and other similar articles in street railways and others is in the market to buy 10 tons each of tram tickets "blue, white, green, and red, nice bright shades." Samples of the tickets have been forwarded to the Commercial Intelligence Branch, Department of Trade and Commerce, by the Trade Commissioner in Glasgow. The following statement has been made for the guidance of Canadian manufacturers who may desire to make quotations: "Reels to be 25⅜ inches wide or all 30⅜ inches wide, or a portion of each to suit your paper-making machines. Diameter of reels must not be more than 26 inches, and would like them kept to this size. Gauge to be ·012 inches, which is *most important*. If it varies it should not be less than ·0115 or more than ·0125 splices. Paper to have few splices, but, if any, to be spliced like specimen submitted, viz., diagonally. A thin piece of paper to be pasted on each side like a Butt joint. If paper is white, use a blue strip, and if paper is blue use a white strip or patch. This is a guide to us. Paper to have a nice smooth surface on both sides."

2018. **Paper.**—The New Zealand Government Printing and Stationery Office require from 50 to 100 tons of M.F. printing paper. Sample of paper may be obtained from Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa. They desire to know by cable how soon shipment can be expected. Paper is to be standard weight; size will be stated when quotation is cabled.

Seeds, Hay and Pollard.

2019. **Flaxseed.**—Irish importers who hitherto have dealt indirectly in flaxseed are desirous of establishing a direct connection.

2020. **Flaxseed.**—Irish importers want to establish direct connection with Canadian exporters of flaxseed, and will accept only grade (1) Government-inspected seed.

2021. **Clover seed.**—Belfast firm desire to receive quotations.

2022. **Flaxseed.**—Well-known firm of Irish importers ask for direct connection with Canadian flaxseed producers.

2023. **Flaxseed.**—One of the largest flaxseed importers in Ireland is open to make further connections.

2024. **Flaxseed.**—Belfast importer who has been buying indirectly considerable quantities of Canadian seed would like to hear from Canadian growers or exporters who can assure him of a definite and steady direct source of supply.

2025. **Red and alsike clover seed.**—Seed merchants in Belfast would like to hear from Canadian exporters. This firm desire to buy in carload lots if possible.

2026. **Timothy seed.**—Above firm also desire to buy carload lots of timothy seed.

2027. **Hay and pollard.**—An agent in Barbados wishes to secure an agency for hay and pollard. Covers the West Indies and British Guiana.

2028. **Clover seed and rough grains.**—Well-known firm in Scotland are open to take clover seed and rough grains.

Minerals and Oils.

2029. **Superphosphates.**—From 8,000 to 10,000 tons of superphosphates, not under 35 per cent, loose or packed in double bags, required in connection with the beet-sugar industry of Czecho-Slovakia.

2030. **Animal charcoal.**—Quotations are required in Czecho-Slovakia for 1,000 tons of animal charcoal, c.i.f. Hamburg. Sample on application to Commercial Intelligence Branch, Department of Trade and Commerce.

2031. **Soapstone and soapoil.**—Scotch importer has connections which will permit placing considerable quantities of soapstone and soapoil, if same can be procured at an early date at suitable prices from Canadian producers.

2032. **White peanut oil.**—A London firm ask for the addresses of Canadian manufacturers of white peanut oil, of which commodity they seek supplies.

Iron and Steel Products.

2033. **Iron or steel bars.**—Firm in Scotland are open to receive quotations for the following, each 5 tons: iron or steel bars, 1½-inch by 1½-inch by ¼-inch angle by 20 to 21 feet; 2-inch by 2-inch by ¼-inch angle by 20 to 21 feet; 3-inch by 3-inch by ½-inch angle by 18 to 20 feet.

2034. **Galvanized solid wire and barbed wire.**—Firm in Scotland are open to receive quotations for the following: 3 tons No. 8 galvanized solid wire; 3 tons No. 7 galvanized solid wire; 2 tons No. 8 galvanized solid wire; 4 tons galvanized barbed wire, four points 6 inches apart.

2035. **Mild steel bolts and nuts.**—Importers in Scotland are desirous of getting into touch with Canadian manufacturers of these in small sizes from ¼-inch thick up to ½-inch.

Miscellaneous.

2036. **Machine tools, engineering apparatus and tools, instruments for controlling heat treatment of metals, industrial machinery, metals, special steels, electrical heating apparatus, mica, etc.**—A most important limited company at Milan with very good business connections in Italy and abroad wish to do business with Canada in the foregoing.

2037. **Tinned food, tanned leather, and textiles.**—An important English merchant and agent in Alexandria and Cairo asks for Canadian writings and quotations.

2038. **Tanned leather, footwear, tinned foods, paper, chemicals, etc.**—A firm of manufacturers' agents and import merchants, representing various foreign houses in Egypt, desire to enter into business relations with Canada.

2039. **Leather and textiles.**—A firm in Alexandria and Cairo, with branches in England and Italy, inquire for tanned leather and cotton textiles.

2040. **Tanned leather.**—An important firm in Alexandria would like to establish business connections with Canadian exporters of tanned leather.

2041. **Coal, lumber, vegetable products, etc.**—An important house at Taranto, Italy, would like to open up correspondence with Canadian firms exporting the above.

2042. **Grocery specialties.**—Belfast firm calling on grocery trade are open to receive offerings of any nature which would be of particular interest to them.

2043. **General agencies.**—Wholesale merchant and agent in Glasgow, now representing one of the largest Canadian manufacturers, desires to extend his connections and to secure agencies of any actual Canadian manufacturers.

2044. **Novelties, toys, notions, etc.**—A very old-established firm at Genoa are anxious to hear from Canadian houses doing business in the foregoing articles.

2045. **Trinidad commission agency.**—A Trinidad commission agency wish to make connections with Canadian exporters. The head of the firm writes as follows: "My brother and myself run an agency and manufacturers' representative business which covers the British West Indies (with the exception of Jamaica), British and Dutch Guiana, and Venezuela. We are members of a family which had business connections with the West Indies for over seventy years, and I have had twenty-five years' experience in Trinidad. Our head office is in Trinidad and we have a permanent branch office in Georgetown, Demerara. We are known to the Royal Bank of Canada and already represent one important Montreal firm. The market is a limited one and most of the largest buyers deal in large ranges of goods, running

what is known in the States as 'general stores.' For this reason we are interested in representing a large variety of goods, which comprise: flour and grain; provisions, including all sorts of canned goods and pickled and dried fish and beefstuffs; articles for wear of men, women, and children; household goods; agricultural and artisans' tools, etc.; boots and shoes—especially, at the moment, canvas rubber-soled goods."

2046. **Commission agency in British Honduras.**—A wholesale commission house in Belize, British Honduras, wish to represent Canadian firms prepared to export the following products: flour, petroleum and petroleum products, musical instruments, milk (condensed and evaporated), pine and cypress lumber, manufactured lumber, wire (fence, barbed), corrugated zinc for roofing, packing house products; beef, pork, and other products; cartridges and firearms; cigars, cigarettes, leaf tobacco; soap (washing and toilet), perfumery, marine engines, hardware, crockery, toys, boots and shoes, groceries, grain, furniture, piece-goods, cotton goods, woollen goods, shirts and gent's furnishing goods, ladies' piece-goods and dress fabrics. They write as follows: "We represent several American manufacturers, but in view of the determination to foster trade relationship with Canada and support the idea of Imperial preference, we are willing to accept agencies for Canadian goods and devote our attention and use our every effort to introduce these in preference. This will be at once our duty as soon as a definite policy has been declared. In loyalty to the British Honduras Chamber of Commerce, of which we are members, we are pledged to give preference to Canadian goods and interests, and if we succeed in completing arrangements for representation we will place our entire sales organization unreservedly for the promotion of Canadian interests. Our business is wholesale and commission, and we operate salesmen over the entire colony and in the neighbouring republics, to which places there is a considerable export trade. High-class references."

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

70. **R.S.**—Ex-officer of the Tank Corps, who had special opportunities during the war for making connections in the industrial centres of Great Britain, is returning overseas about the middle of September to continue post-graduate work in industrial research at the University of London. He will consider offers from firms desiring representation in Great Britain, or will undertake any special transactions requiring a British representative. Has adequate facilities for introductions to all British trade circles.

71. **R.S.**—An English business man, 30 years of age, who was living in Brazil when war broke out, came to Canada and enlisted for service overseas. Since being discharged he has been employed in Canadian business houses. He now proposes to return to Brazil and wishes to arrange to represent Canadian manufacturers who wish to export to Brazil. Although born in England, he lived for some years in Brazil and can speak and write Portuguese, as well as Spanish. He will return to Brazil by way of the West Indies, and will be glad to take agencies for the West Indies as well as Brazil. He had ten years' experience in the West Indies and Brazil, and is prepared to handle drygoods, flour, feedstuffs, shelf hardware, steel goods, canned goods, patent medicines, toilet goods, dried cod and other fish.

72. **R.S.**—A young Canadian who served as Chinese interpreter in France during the war would like to arrange with a Canadian firm or group of firms to send him to

73. **R.S.**—A returned soldier, 30 years of age, at present holding a responsible Government position, desires Canadian agencies in Great Britain. He has a good connection and has had considerable commercial and selling experience. He will locate in Manchester.

PROPOSED SAILINGS FROM CANADIAN PORTS.*

Subject to change without notice.

From Quebec.

To Liverpool.—*Empress of France,* C.P.O.S. Line, about October 6; *Empress of Britain,* C.P.O.S. Line, about October 13; *Prince Frederick Wilhelm,* C.P.O.S. Line, about October 20; *Victorian,* C.P.O.S. Line, about October 26.

From Montreal.

To Liverpool.—*Canadian Conqueror,* Canadian Government Merchant Marine, Ltd., about October 6; *Megantic,* White Star-Dominion Line, about October 16; *Minnedosa,* C.P.O.S. Line, about October 16; *Metagama,* C.P.O.S. Line, about October 23; *Dominion,* White Star-Dominion Line, about October 23; *Canadian Victor,* Canadian Government Merchant Marine, Ltd., about October 26; *Canada,* White Star-Dominion Line, about October 30.

To London.—*Vennonia,* Cunard Line, about October 5; *Holbrook,* C.P.O.S. Line, about October 10 (via Halifax); *Wyncote,* Manchester Liners, October 19; *Dunbridge,* C.P.O.S. Line, about October 15; *Verentia,* Cunard Line, about October 19; *Bosworth,* C.P.O.S. Line, about October 27 (via Halifax); *Corsican,* C.P.O.S. Line, about October 29; *Canadian Raider,* Canadian Government Merchant Marine, Ltd., about October 30; *Canadian Rancher,* Canadian Government Merchant Marine, Ltd., about October 30.

To Glasgow.—*Cairndhu* (Cairn Line), about October 5; *Canadian Trooper,* Canadian Government Merchant Marine, Ltd., about October 6; *Sicilian,* C.P.O.S. Line, about October 13; *Cassandra,* Anchor-Donaldson Line, about October 16; *Cabotia,* Anchor-Donaldson Line, about October 21; *Pretorian,* C.P.O.S. Line, about October 22; *Canadian Navigator,* Canadian Government Merchant Marine, Ltd., October 23; *Corsican,* C.P.O.S. Line, about October 29; *Saturnia,* Anchor-Donaldson Line, about October 30.

To Newcastle-on-Tyne.—*Cairnmona,* Thomson Line, about October 30.

To Southampton.—*Scandinavian,* C.P.O.S. Line, about October 9; *Grampian,* C.P.O.S. Line, about October 15.

To Avonmouth and Swansea.—*Batsford,* C.P.O.S. Line, about October 14 (via Halifax); *Bothwell,* C.P.O.S. Line, about October 23.

To Avonmouth Dock (Bristol).—A steamer, Cunard Line, about October 19; *Turcoman,* Dominion Line, about October 23.

To Cardiff and Swansea.—*Canadian Otter,* Canadian Government Merchant Marine, Ltd., about October 23.

To Manchester.—*Manchester Corporation,* Manchester Liners, about October 14; *Manchester Civilian,* Manchester Liners, about October 21; *Manchester Brigade,* Manchester Liners, about October 30.

To Leith.—*Cairngown,* Thomson Line, about October 14; *Cairnvalona,* Thomson Line, about October 19; *Cairnmona,* Thomson Line, about October 30.

To Dublin.—*Lord Antrim,* Head Line, about October 5.

To Belfast.—*Lord Antrim,* Head Line, about October 5.

To Hull.—*Rossano,* Manchester Liners, about October 15.

To Antwerp.—*Scandinavian,* C.P.O.S. Line, about October 9; *Grampian,* C.P.O.S. Line, about October 15.

To Rotterdam.—*Fanad Head,* Head Line, about October 15.

To Hamburg.—*Fanad Head,* Head Line, about October 15.

**These sailings are not complete, but are compiled from lists of prospective sailings supplied by shipping companies.*

To Havre.—*Corsican*, C.P.O.S. Line, about October 29.

To Barbados, Trinidad, and Demerara.—*Beaver*, Canadian Government Merchant Marine, Ltd., about October 6; *Canadian Observer*, Canadian Government Merchant Marine, Ltd., about October 20.

To St. John's, Nfld.—*Canadian Miner*, Canadian Government Merchant Marine, Ltd., about October 5.

To South Africa (Cape Town, Port Elizabeth, East London, Durban, and Delagoa Bay).—*New Georgia*, Elder-Dempster Line, about October 10.

To West Africa (Dakar, Sierra Leone, Seccondee, Accra, Lagos, etc.).—*Chama*, Elder-Dempster Line, about October 7.

To Australasian Ports (Melbourne, Sydney, Auckland, Wellington, and Dunedin).—*Durham*, New Zealand Shipping Co., Ltd., about October 10; *Trevalgan*, New Zealand Shipping Co., Ltd., about October 20; *Karanga*, New Zealand Shipping Company, Limited, about November 3.

To Montevideo, Buenos Aires and Rosario.—*Hyacinthus*, Houston Lines, about October 10; a steamer, Houston Lines, about November 15.

To Rio de Janeiro, Santos, Montevideo, and Buenos Aires.—*Canadian Miller*, Canadian Government Merchant Marine, Ltd., about October 20.

To Santiago de Cuba and Kingston (Jamaica).—*Canadian Sower*, Canadian Government Merchant Marine, Ltd., about October 23.

To India and Far Eastern Ports.—*Halesius*, Houston Line, about October 10; *City of Melbourne*, Ellerman-Bucknalls, about October 25; a steamer, Canadian Government Merchant Marine, Ltd., about October 25.

To Karachi, Bombay, Colombo, Madras, Rangoon, Calcutta, Singapore, Batavia, and Soerabaya.—*Bayne*, Canadian Government Merchant Marine, Ltd., and British India Steam Navigation Co., Ltd., joint service, about October 30.

From St. John.

To British West Indies.—*Chignecto*, Royal Mail Steam Packet Co., about October 17.

From Halifax.

To British West Indies.—*Chaleur*, Royal Mail Steam Packet Co., about October 15.

To London.—*Wyncote*, Furness, Withy & Co., about October 15.

To Liverpool.—*Ernemore*, Furness, Withy & Co., about October 6; *Sachem* (via Newfoundland), about October 8; *Digby*, Furness, Withy & Co., about October 15 (via Newfoundland).

To Manchester.—*Importer*, Manchester Liners, about October 5.

To Glasgow.—*Galtymore*, Furness, Withy & Co., about October 12.

From Sydney.

To Liverpool.—*Canadian Hunter*, Canadian Government Merchant Marine, Ltd., about October 25; *Canadian Settler*, Canadian Government Merchant Marine, Ltd., about October 30.

From North Sydney.

To St. John's, Nfld.—*Sable I.*, Farquhar & Co., about October 9.

To St. Pierre-Miquelon.—*Pro-Patria*, Lacroix & Co., agents, October 6 and 20.

From Victoria.

To Yokohama, Kobe, Hong Kong, and Manila.—*Talthybius*, Blue Funnel Line, about October 26.

From Vancouver, B.C.

To Australia and New Zealand.—*Canadian Winner,* Canadian Government Merchant Marine, Ltd., about September 30; *Rona,* Canadian-Australasian Royal Mail Line, about October 10; *Tahiti,* Canadian-Australasian Royal Mail Line, about October 16, *Canadian Prospector,* Canadian Government Merchant Marine, Ltd., about October 30.

To London, Liverpool, and Glasgow (via Panama Canal).—*Orator,* Harrison Direct Line, middle October (via Victoria).

To Yokohama, Kobe, Hong Kong, and Manila.—*Talthybius,* Blue Funnel Line, about October 13.

To Yokohama, Kobe, Nagasaki, Shanghai, Manila, and Hong Kong.—*Empress of Asia,* C.P.O.S. Line, about October 21.

To Yokohama, Kobe, Nagasaki, Shanghai, and Hong Kong.—*Empress of Japan,* C.P.O.S. Line, about October 12.

To Yokohama, Moji, or Nagasaki, Manila and Singapore.—*Methven,* C.P.O.S. Line, about October 9.

To Karatsu, Shanghai, Hong Kong, and Singapore.—*Bessie Dollar,* Dollar Steamship Lines, October 18.

To Shanghai, Hong Kong, and Singapore.—*M. S. Dollar,* Dollar Steamship Lines, October 10.

TENDERS INVITED.

South Africa.

From the office of the Canadian Trade Commissioner in Cape Town, South Africa, there have been forwarded to the Commercial Intelligence Branch of the Department of Trade and Commerce copies of indents Nos. 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, and 30, issued by the Department of Posts and Telegraphs of the Union of South Africa and recently transmitted to the High Commissioner for South Africa in London. The requirements represented in these indents include such items as: arms (galvanized iron tubular), seats, seat bolts, backstrap bolts, arms (galvanized iron tubular), bolts (eye), brackets (tubular), cement for joining iron poles, clips (Crosby), clamps (guy), clamps (pole), clips (stay), cloth (emery), collars (sliding), combiners (arm), grease (preservative), jelly (petroleum), plates (fixing, sheet iron), insulators, manhole covers, marline, metal (plumbers'), rails (milonite), plates (copper, earth), poles, rings (cable), lightning rods, sleeves (lead), solder (best tinman's), solution (Baker's soldering), spindles, cupholders (double), staples (galvanized iron), crossheads (Bucknills patent), stay rods, stops (pole) tape (pure rubber), tape (white linen), tape (genuine Grimshaws), thimbles (galvanized iron), wire (copper, hard-drawn), wire (barbed), wire (galvanized iron), wire (steel), wire (bridle), wire (outside distributing), wire (flame-proof), wire (copper), wire (V.I.R.), wire (gutta Gentz), cable (telephone), duck (cotton), cable (switchboard), cable (V.I.R.), blocks (carbon), marpieces (ebonite), metal rings, plugs, studs, screws (cheesehead), springs, transmitters, washers (metal), bands (steel), coils, fronts (ebonite), indicators (drop), jacks, keys (ringing and speaking), knobs (ebonite), lamps (signalling), levers (with ebonite rollers), plugs, dash pots, sleeves (red fibre), thimbles (for indicator jacks), bolts and nuts (brass), fuses, tube, pins (for neat coils), separators (mica), cords, trucks (hand, Slingsby type 450), cast split wheels (spares), rubber tires (spare).

The indents may be seen at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, reference file 18271.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Gevernment Trade Commissioner, address for letters—Box 140 G.P.O., Melbourne. Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

G. B. Johnson, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rua Goncalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

H. A. Chisholm, Canadian Government Trade Commissioner, 501 and 502, Teniente Rey 11, Havana. Casa de Corres—Apartado 1290. *Cable Address, Cantracom.*

France.

Hercule Barré, Canadian Government Trade Capucines, Paris. *Cable.Address, Stadacona.* Capucines, Paris. *Cable Address Stadacona.*

Holland and Belgium.

A. Stuart Bleakney, Canadian Government Trade Commissioner, c/o Chas. H. Demey, Esq., Rue Adolphe Max, Brussels.

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, vie Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; office 50-B Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Westminister House, Adderly street , Cape Town. *Cable Address, Cantracom.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, C'are street, Bristol. *Cable Address, Canadian.*

J. Vernon McKenzie, Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

W. C. Noxon, Director, Overseas Trade Branch of the Department of Trade and Commerce, 1 Regent Street, S.W. 1, Eng. *Cable Address, Canmission.*

United States.

John A. Cooper, Director Dominion Bureau of Information, 1463 Broadway, New York City.

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:
Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:
Valparaiso, British Consul General.

Colombia:
Bogota, British Consul General.

Ecuador:
Quito, British Consul General.
Guayaquil, British Consul.

Egypt:
Alexandria, British Consul General.

France:
Havre, British Consul General.
Marseilles, British Consul General.

India:
Calcutta. Director General of Commercial Intelligence.

Italy:
Genoa, British Consul General.
Milan, British Consul.

Mexico:
Mexico, British Consul General.

Netherlands:
Amsterdam, British Consul.

Panama:
Colon, British Consul.
Panama, British Vice-Consul.

Peru:
Lima, British Vice-Consul.

Portugal:
Lisbon, British Consul.

Spain:
Barcelona, British Consul General.
Madrid, British Consul.

Sweden:
Stockholm, British Consul.

Switzerland:
Geneva, British Consul.

Uruguay:
Monte Video, British Vice-Consul.

Venezuela:
Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 248 St. James Street, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows: H.M. Trade Commissioner: Post Office Box 683, Calcutta, for correspondence: Office address, Allahabad Bank Building, 6 Royal Exchange Place, Calcutta: that of the Commissioner for the Straits Settlements is: Mr. A. F. G. Anderson, H.M. Trade Commissioner, Signapore, Straits Settlements.

LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE DEPARTMENT OF TRADE AND COMMERCE.

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report re Mail Subsidies and Steamship Subventions.
Canada and the British West Indies (1915). (Out of print.)
Canada The Country of the Twentieth Century (1915). (Out of print.)
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Report of the Canadian Economic Commission (Siberia), 1919.
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Russian Trade (1916).
Trade of South China (1919).
Trade with China and Japan (1914).
Timber Import Trade of Australia (1917).
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Toy Making in Canada (1916).
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

BUREAU OF STATISTICS PUBLICATIONS.

Annual Report of the Trade of Canada.
Annual Report on the Coal Trade of Canada (1918).
Annual Report on the Grain Trade of Canada.
Beet Sugar Industry (The), (1908).
Canada Year Book (The), (Annual).
Criminal Statistics (Annual).
Directory of the Chemical Industries in Canada (1919).
Monthly Bulletin of Agricultural Statistics.
Monthly Coal Statistics.
Monthly Cold Storage Statistics.
Monthly Report of the Trade of Canada.
Report of the Fifth Census of Canada:
- Vol. I. 1912, Areas and Population by Provinces, Districts and Sub-districts, with introductions, etc. (Out of print.)
- Vol. II, 1913, Religions, Origins, Birthplace, Citizenship etc.
- Vol. III, 1913, Manufactures, 1911.
- Vol. V, 1915, Forest, Fishery, Fur, etc.
- Vol. IV, 1914, Agriculture, 1911 (Out of print.)

Report on the Census of Industry, 1917:
- Part I. Agricultural Statistics.
- Part II. Dairy Factories.
- Part III. Fisheries.
- Part IV. Section I, Lumber, Lath, Shingles, etc.
- Part IV, Section II, Pulp and Paper.
- Other parts in preparation.

Report of Census of Prairie Provinces (Population and Agriculture), 1916.
Report of Conference on Vital Statistics, June, 1918.
Report of Postal Census of Manufactures, 1916.
Special Report on Foreign Born Population.

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VOL. XXIII. OCTOBER 11, 1920 No. 871

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA

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This view of Piraeus is furnished by Mr. W. McL. Clarke, Canadian Trade Commission, whose articles on Greece are now being published in the *Weekly Bulletin*. (See page 1032).

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA
THOMAS MULVEY
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1920

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa. Monday, October 11, 1920. No. 871.

REVIEW OF AUSTRALIAN TRADE IN 1918-19.

TRADE COMMISSIONER D. H. ROSS.

I.

Melbourne, August 16, 1920.—From the recently published trade returns of the Commonwealth it is now possible (as in previous years) to illustrate the trend of Australian trade with all countries, but more particularly with Canada, during the fiscal year of 1918-19. The figures demonstrate marked expansion in the value (if not in the volume) of imports which exceeded by £34,132,596 those of the preceding year, while, through improved shipping facilities, there was concurrently an increase in the value of exports of no less than £31,760,593. The first five months of the year under review were passed while the European conflict was in progress, but practically the whole period was dominated by abnormal trading conditions and when a world-wide effort was being made towards pre-war adjustment.

The various schedules given herein for 1918-19 show a comparison (in most instances) with the two previous war years, hence it is obvious that the figures do not convey even an approximate indication of what future trading has in store. The bearing of the war upon Australian trade in comparison with the two previous years is illustrated by the following statement:—

	1916-17.	1917-18.	1918-19.
Australian imports	£ 76,228,679	£ 60,822,164	£ 94,954,760
Australian exports	97,955,482	75,035,222	106,795,815
Total trade	£174,184,161	£135,857,386	£201,750,575
Total trade per head	£35 14s. 7d.	£27 10s. 7d.	£40 2s. 2d.

Imports decrease	1917-18 from 1916-17	£15,406,515
Imports increase	1918-19 over 1917-18	34,132,596
Exports decrease	1917-18 from 1916-17	22,920,260
Exports increase	1918-19 over 1917-18	31,760,593
Total trade decrease	1917-18 from 1916-17	38,326,775
Total trade increase	1918-19 over 1917-18	65,893,189

OVERSEAS TRADE OF THE DIFFERENT STATES.

The relative importance of each Australian State is illustrated in the appended schedule showing the values of imports and exports in 1917-18 and 1918-19. The principal ports at which the imports were landed and the exports shipped were respectively, Sydney, Melbourne, Brisbane, Adelaide, Fremantle, Hobart and Darwin.

	1917-18. Imports.	1918-19. Imports.	1917-18. Exports.	1918-19. Exports.
New South Wales	£28,425,332	£43,576,938	£36,929,487	£ 48,858,517
Victoria	20,697,721	35,026,311	18,716,019	28,092,444
Queensland	4,492,291	6,075,159	10,960,411	12,447,416
South Australia	4,180,013	6,502,022	5,148,977	11,570,470
Western Australia	2,505,271	3,140,404	2,060,286	4,447,617
Tasmania	489,249	608,786	951,623	1,002,093
Northern Territory	32,287	25,140	268,419	377,258
	£60,822,164	£94,954,760	£75,035,222	£106,795,815

AUSTRALIAN IMPORTS IN 1916-17 TO 1918-19.

The direct Australian imports from the United Kingdom in 1918-19 were valued at £37,971,092, of which £34,584,357 is credited as the produce or manufacture of Great Britain. The direct imports from Canada in 1918-19 are given at £2,283,978, but "made in Canada" goods imported through all sources were valued at £2,844,050. The country from which goods are exported is rarely the country of origin of all its exports. The imports into the Commonwealth according to country of shipment are tabulated thus:—

	1916-17.	1917-18.	1918-19.
United Kingdom	£39,996,204	£24,871,090	£37,971,092
Canada	1,599,951	1,778,320	2,283,978
Other British possessions	10,618,603	10,497,060	12,996,254
Total British countries	£52,214,758	£37,146,470	£53,251,324
Total foreign countries	24,013,921	23,675,694	41,703,436
Total imports	£76,228,679	£60,822,164	£94,954,760

COMPARISON OF FREE WITH DUTIABLE IMPORTS.

The appended schedule gives the figures relating to the free and dutiable imports into Australia with the customs duties collected:—

	1917-18.	1918-19.	—Decrease. +Increase.
Free imports of merchandise into Australia	£15,022,961	£36,410,266	+£21,387,305
Dutiable imports of merchandise into Australia	45,628,488	58,441,399	+ 12,812,911
Specie and bullion imports	*170,715	*103,095	— 67,620
Total imports	*£60,822,164	*£94,954,760	+£34,132,596
Customs duties collected	9,964,854	12,080,361	+ 2,115,507

* Excluding gold.

IMPORTS FROM THE UNITED KINGDOM AND FROM CANADA.

In view of the trading readjustment, it is interesting to observe that the value of the importations into Australia of goods and products in the produce or manufacture of the United Kingdom show an expansion of £12,509,696 as compared with the preceding year. That the mother country has considerable leeway to make up is illustrated in the fact that Australia imported goods of British origin in the year 1913 to the value of £41,327,702.

The substantial and encouraging increase in importations of Canadian goods and products is shown in appended schedules and is also reviewed in subsequent paragraphs.

	1917-18.	1918-19.	—Decrease. +Increase.
Total imports of United Kingdom origin	£22,074,661	£34,584,357	+£12,509,696
Total imports of Canadian origin	1,667,068	2,844,050	+ 1,176,982

AUSTRALIAN EXPORTS IN 1916-17 TO 1918-19.

In 1918-19 a record was established by the value of exports of merchandise (as apart from specie and bullion) which aggregated £104,773,777, thus exceeding the previous best year (1916-17) by no less than £18,833,796.

In the following schedule the total value of the exports for the years under review illustrate Australian trade within the Empire and with foreign countries:—

	1916-17.	1917-18.	1918-19.
United Kingdom	£57,843,684	£37,637,844	£ 59,655,939
Canada	*6,392,579	785,130	891,529
Other British possessions	10,387,995	15,596,454	23,550,132
Total British countries	£74,624,258	£54,019,428	£84,097,600
Total foreign countries	23,331,224	21,015,794	22,698,215
Grand total exports	£97,955,428	£75,035,222	£106,795,815

* Including £6,000,000 gold.

EXPORTS OF SHIPS' STORES.

The value of stores shipped on board oversea vessels in Australian ports is not included in the general exports. The figures in recent years are shown thus:—

	1916-17.	1917-18.	1918-19.
Ships' stores exported	£1,676,116	£1,389,291	£1,765,367

MERCHANDISE AND SPECIE EXPORTS COMPARED.

The following schedule shows the relative position in the trade returns of the exports of merchandise and specie of Australian and other origin:—

Exports from Australia.	1917-18.	1918-19.
Australian merchandise	£71,199,435	£101,862,040
Other merchandise	2,806,403	2,911,733
Australian specie and bullion	855,481	1,939,896
Other specie and bullion	173,903	82,146
Total Australian produce	72,054,916	103,801,936
Total other produce	2,980,306	2,993,879
Grand total exports	75,035,222	106,795,815
Excess exports over imports, 1917-18	14,213,058	—
Excess exports over imports, 1918-19	.....	11,841,055

CANADIAN TRADE WITH AUSTRALIA.

The value of goods—the produce or manufacture of Canada—imported during the fiscal year of 1918-19 into Australia is given at £2,844,050 or $13,722,083, showing the large increase in comparison with the previous year of £1,176,982 or $5,720,132.

Australian exports to Canada in 1918-19 were valued at £891,529 or $4,332,830, an increase of £106,399 or $517,099 in comparison with the previous year.

The figures in relation to Australian imports of goods of Canadian origin and the Australian exports to Canada, in recent years, are shown thus:—

Australian trade.	Imports from Canada.	Exports to Canada.	Total trade.
1913	£ 964,826	£ 169,193	£1,134,019
1914-15	1,235,452	388,562	1,624,014
1915-16	1,527,023	721,448	2,248,471
1916-17	1,408,091	*6,392,579	7,800,670
1917-18	1,667,068	785,130	2,452,198
1918-19	2,844,050	891,529	3,735,575

*Includes gold specie £6,000,000.

AUSTRALIAN IMPORTS FROM CANADA, 1916-17 TO 1918-19.

The appended comparative statement of Australian imports from Canada, during the fiscal year under review, is submitted for the information of Canadian manufacturers and exporters:—

Articles.	Value. 1916-17.	Value. 1917-18.	Value. 1918-19.
Cheese	£ 146	.....	£ 11
Fish, frozen	139	£ 2,396	3,274
Fish preserved in tins	122,631	275,597	184,970
Fish, other	1,087	250	1,194
Sausage casings	212	1,061	621

AUSTRALIAN IMPORTS FROM CANADA, 1916-17 TO 1918-19—*Continued.*

Articles.	Value. 1916-17.	Value. 1917-18.	Value. 1918-19.
Other animal foodstuff	£ 56	£ 4,597	£ 4,263
Fruits, fresh and dried	19,067	12,423	—
Other vegetable foodstuffs	1,378	363	117
Spirits, etc	976	55,884	127,165
Animals, living	1,110	220	—
Apparel and attire	20,531	22,297	17,571
Boots and Shoes	10,912	13,898	30,212
Corsets	52,942	64,296	53,491
Piece goods, cotton, etc	642	257	4,416
Sewing silks, etc	1,297	158	309
Other textiles	11,034	11,540	38,707
Oils, fats and waxes	4,700	5,637	1,983
Paints and varnishes	550	4,057	25,990
Ores and metals	43,873	17,702	46,844
Agricultural implements	245,310	169,786	334,929
Engines	3,411	8,867	11,495
Printing machinery	1,072	792	1,211
Other machinery	8,182	9,190	13,358
Metal manufactures	134,343	145,375	329,954
Rubber manufactures	39,227	18,360	185,162
Leather manufactures	794	7,829	19,308
Furniture	273	192	782
Timber	14,556	92,768	50,576
Wood manufactures	4,734	11,297	10,895
Printing paper	267,970	359,642	548,380
Stationery and paper, n.e.i.	34,553	71,805	200,655
Jewellery, etc	7,502	10,130	14,219
Scientific instruments	332	3,414	2,129
Medicines and drugs	28,654	18,838	18,175
Arms and explosives	476	.....	17,235
Musical instruments	8,740	11,619	10,881
Bicycles and parts	3,598	5,124	2,522
Vehicles, motor cars and parts	292,654	196,109	423,991
All other articles	18,427	33,288	107,043
Total imports produce or manufacture of Canada	£1,408,091	£1,667,068	£2,844,050

AUSTRALIAN EXPORTS TO CANADA.

The direct exports to Canada in the years scheduled were chiefly carried by the Canadian-Australasian mail steamers—under contract with the Canadian Government—which loaded at Sydney, N.S.W., for Victoria and Vancouver. Considerable quantities of wool were also shipped from Melbourne by intermittent cargo steamers, some of which are still employed in the transpacific trade. No direct shipments have yet been made from Australia to eastern Canadian ports.

Excluding gold to the value of £6,000,000, which amount appears in the 1916-17 figures, the value of Australian expots of goods and products to Canada in 1918-19 constituted a record and exceeded those of the previous year by £106,399.

Australian exports to Canada are shown thus:—

Articles.	1916-17. Value.	1917-18. Value.	1918-19. Value.
Foodstuff of animal origin—			
Butter	.....	£ 19,214	£ 11,589
Meats	£ 5,005	18,735	43,086
Other	4	2,334	17,684
Vegetable products	102,400	151,980	79,454
Spirits, etc	86	11	—
Animal substances—			
Hides and skins	78,757	159,411	327,344
Wool	59,445	322,683	201,086
Other animal substances	24,518	19,608	39,282
Apparel, textiles, etc	571	81	3,915
Oils, fats and waxes	25,933	49,052	119,991
Metals, manufactured	510	826	808
Timber, undressed	3,796	6,504	2,364
All other articles	6,091,554	34,661	44,926
Total	£6,392,579	£785,130	£891,529

EXPANSION OF CANADIAN TRADE WITH INDIA.

By P. F. Scharsmidt.

In *Weekly Bulletin* No. 860 we published a report on possibilities of Canadian trade in the Straits Settlements and the Federated Malay States written by Mr. P. F. Scharsmidt of Vancouver, after returning from a trip to those countries and India. In *Weekly Bulletin* No. 870 a list of articles of Canadian origin which Mr. Scharsmidt considered suitable for export to India and Ceylon was published. Following is a contribution by Mr. Scharsmidt on possibilities of expansion of Canadian trade with India:—

The fact that in 1917-1918 the total Canadian exports to India were only £50,377, whereas those of the United States were £7,875,854 for the same period is a sufficient commentary on the possibilities of Canadian trade expansion with that country.

At the outset I must emphasize the primary importance of Canadian manufacturers realizing the extraordinary industrial development now proceeding in India.

During the war India was compelled to make provision for local production of many articles previously imported, and in addition to her own requirements was called upon to furnish vast quantities of war material for other fields of operation, and her then existing factories and industrial plants were developed to an enormous extent. The Government fostered technical education both for their home factories and to supply efficient mechanics and artisans in other zones. Immediately following the war, the Government of India appointed an industrial commission who are still sitting, their object being to encourage to every possible extent the expansion of home industrial development. To this end they are rendering large financial assistance to certain industries, and initiating the actual development of new industries. With the speeding up of production and the agitation of labour leaders for a betterment in labour conditions came a material increase in the wage scale, the earning capacity of the labourer and mechanic in many cases being doubled. This condition has brought about a very marked improvement in the social and economic status of the people, and among them one sees on all sides an awakened ambition for improvement in dress and food and general culture.

With a population of 400,000,000 (including Ceylon), with an energetic and determined Government policy to increase industrialism, and with the spending power of its people rapidly increasing by wage increments, accompanied by a growing desire for an improved standard of living, one can grasp the vastness of the Indian market and appreciate the immensity of its commercial potentialities and opportunities for trade.

LACK OF KNOWLEDGE OF CANADA.

In visiting the various centres I was impressed by the lack of knowledge on the part of importers regarding Canada's ability to supply any of their requirements, this being due entirely to the absence of any commercial advertising or trade propaganda by Canadian firms and to the entire absence of any direct steamship connection with Canada at that time.

In discussing trade matters with the various commercial bodies and firms, I was assured of an earnest and sincere desire on the part of importers to confine their orders to the Empire. The United States and Japan are constantly carrying on a very active trade campaign in India, and the result of the activity of the former is an increase in the three years 1914 to 1917 of £4,755,903, or approximately 150 per cent.

METHODS ADOPTED BY UNITED STATES FIRMS.

The methods adopted by some of the United States firms are as follows:—

1. Manufacturers send capable representatives throughout the country, who carry with them catalogues of an up-to-date educational character and as far as possible

a line of samples. As a result of their investigation various firms are approached with a view to establishing an agency; this being effected an exclusive agency agreement covering a specified period is entered into whereby the United States principals supply the agent with a full line of samples and in many cases small consignments are also supplied, the agency in most cases paying advertising costs.

2. As a result of preliminary investigation, branch houses of the American firms are established, carrying full lines of their products in demand. This plan is largely adopted in connection with machinery of all kinds, including tools and small hardwares, iron and steel products, provisions and oilmen's stores, druggists' sundries and specialties, office fixtures and specialties.

3. The introduction of United States goods by firms availing themselves of the selling organization of various export and distributing agencies with established connections in the Orient.

In the large trade centres such as Calcutta, Bombay, Madras, Rangoon, and Ceylon are various old established firms of highest reputation and strong financial ability, who carry on indent businesses. They employ native brokers who accept orders from the bazaars (that is the native retailer) on a percentage basis, but in turn assume the financial responsibility and guarantee account by established credits against shipments. These houses are especially serviceable in connection with smaller specialties.

PACKING OF COMMERCIAL SAMPLES.

I cannot impress too strongly the necessity of giving the greatest care to the preparation, packing and shipment of commercial samples. If of an edible nature they should be packed in an outer container of metal hermetically sealed; and confectionery, breakfast foods, cocoas, and dried fruit or vegetables must be invariably packed in air-tight containers, either metal or glass.

The manner of quotations should in all cases be c.i.f. Indian port, and although I am aware that the question of funds is a contentious one, I strongly recommend sterling quotations as far as possible until such time as sufficient information is obtainable in India regarding the relative value of Canadian and New York funds; at the time of my visit but slight and indefinite information on this point could be had and to my knowledge this was detrimental to Canadian trade when quoting against United States prices.

In conclusion I wish to express my great thanks to the Secretary of Government of India Trade Department, to His Majesty's Trade Commissioner in India, and to the Director of Commercial Intelligence for India for their extreme courtesy and willingness to render all assistance and to give all the information asked for

NOTE.—Mr. Scharsmidt sent statistics of trade with India, but as *Weekly Bulletin* No. 832 contained trade statistics for the same period furnished by Mr. Thomas M. Ainscough, British Trade Commissioner, the figures of Mr. Scharsmidt are omitted.

THE POTATO CROP OF THE UNITED KINGDOM.

Mr. Harrison Watson, Canadian Government Trade Commissioner, in London, England, writes as follows regarding the potato crop in Great Britain:—

In reference to that portion of my report of the 14th September, relating to the potato crop, the London *Times* of September 20, states that the favourable estimate to which I called attention has now been found to be based upon a misapprehension in so far that their forecast of ten per cent increase referred alone to Scotland, where upon their system of calculation the percentage is 99·3, whereas, the outlook for the crop in the whole of the United Kingdom is only 88·2 and below the average. This explains the discrepency in comparison with the report of the Board of Agriculture.

APPLE PRICES IN THE UNITED KINGDOM.

The following cablegrams have been received from Mr. J. Forsyth Smith, Canadian Fruit Trade Commissioner in the United Kingdom:—

"Glasgow, October 1.—Maine cases Baldwins 17s. to 22s., Ramshorn 15s. to 22s., Gravenstein 16s. to 22s., Wealthy 15s. to 25s., Hubbardston 24s. to 31s. French embargo raised, Paul Baluad 12 passage Violet Paris, asks quotations boxes and barrels. Can place large orders."

"Liverpool, October 4.—2,000 Scotians *Wigmore, Bolingbroke.* Gravensteins, best 53s. to 55s., others 45s. to 51s., 43s. to 50s., 39s. to 41., 32s. to 38s.,; Blenheims 59s. to 67s., 51s. to 57s. Two hundred and eighty-two Canadians Canda McIntosh 62s. to 70s., Wealthy 70s. to 71s., 57s., Threes 59s., Gravensteins 60s. to 70s., 54s. York Wealthies 60s. to 62s."

"Manchester, October 5.—One thousand eight hundred and fifty barrels Nova Scotia apples ex ss. *Bolingbroke.* Gravensteins No. 1's 48s. to 52s.; slacks, 40s. to 43s.; No. 2's, 39s. to 43s.; Domestic, 32s. to 40s.; Wolf River, No. 1's, 47s. to 50s.; No. 2's, 42s. to 44s.; Virginia York Imperials, 69s. to 76s. New York Wealthies, best coloured, 78s. to 80s., good 60s. to 70s., ordinary 48s. to 50s."

IRISH FLAX PRODUCERS DESIROUS OF DISPOSING OF FLAX IN CANADA.

His Majesty's Senior Trade Commissioner in Canada intimates that certain flax producers in Ireland are desirous of getting into touch with likely purchasers in Canada of their flax. Information regarding the interested parties may be obtained from His Majesty's Senior Trade Commissioner in Canada, 348 St. James street, Montreal.

COMPETITION IN DOORS, SKIRTINGS, ETC., FROM SWEDEN.

Trade Commissioner J. Vernon McKenzie.

Belfast, September 14, 1920.—Several timber merchants here, importing both unmanufactured and manufactured wood products, are interested in procuring doors, skirtings, mouldings, etc., from Canada, if there is any possibility that the Dominion can meet Scandinavian competition.

One leading importer has furnished me with quotations received within the past fortnight from a large Gothenburg firm, giving the figure at which this firm will deliver c.i.f. Belfast 4-panel doors (deal framing glued panels). These are:—

2 ft. 6 in. x 6 ft. 6 in. x 1¼ in. Nominal, moulded 1 side	20s. 4d. net.
2 ft. 6 in. x 6 ft. 6 in. x 1½ in. Nominal, moulded 1 side	22s. 1d. net.
2 ft. 6 in. x 6 ft. 6 in. x 1½ in. Nominal, moulded 2 sides	24s. 10d. net.
2 ft. 8 in. x 6 ft. 8 in. x 1½ in. Nominal, moulded 2 sides	26s. 7d. net.
2 ft. 8 in. x 6 ft. 8 in. x 1¾ in. Nominal, moulded 2 sides	30s. 8d.
2 ft. 10 in. x 6 ft. 10 in. x 2 in. Nominal, moulded 2 sides	34s. 8d.

A well-known Swedish manufacturer has issued a very fine catalogue—in English, of course—showing the designs for front doors, inside doors, fanlights, casements, mouldings, skirtings, cornices, hand-rails, dadoes, cappings, etc. Scores of designs are shown in this book, and each design is numbered. The manufacturer issuing the booklet is ready at any time to quote on any particular number or model. So well known and useful is this catalogue that Belfast merchants state that Canadians desiring to do business in these lines with Ireland could make good use of it until some Canadian company or companies are prepared to issue a catalogue of similar utility.

A copy of the above-mentioned catalogue has been forwarded to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, and may be consulted on reference to File No. T.C.-1-107.

AREA UNDER FIELD CROPS IN HOLLAND.

Trade Commissioner A. Stuart Bleakney.

Rotterdam, September 14, 1920.—As in previous years the burgomasters have furnished preliminary information concerning the area under field crops in 1920, in comparison with 1919, so far as it is of interest from a commercial point of view. Although these statements will not entirely agree with the definite figures given later on, it may be assumed that deviations will be of little importance.

Field Crops.	Area under Crops in Hectares. 1920.	1919.
Winter wheat	55,583	54,845
Spring wheat (including spelt)	7,517	11,098
Rye	197,742	196,188
Winter barley	14,206	13,640
Spring barley	8,283	10,060
Oats	158,564	154,587
Sand buckwheat	6,957	7,339
Total	448,852	447,757
Beans	32,073	41,032
Peas	26,517	32,352
Total	58,590	73,384
Winter rape seed	4,571	6,797
Brown mustard seed	677	211
Yellow mustard seed	1,317	393
Caraway	971	609
Blue maw seed	1,332	88
Flax	21,643	8,560
Tobacco	394	409
Canary seed	1,112	260
Other industrial plants	3,303	3,469
Total	35,320	20,796
Agricultural and horticultural seeds	4,451	5,388
Potatoes	170,437	172,179
Sugar beets	63,468	49,538
Mangels and fodder beets	33,458	34,644
Kohlrabi and spring turnips	10,426	9,753
Forage carrots	2,074	1,967
Chicory	890	700
Onions	2,252	2,301
Other root crops	969	2,293
Total	283,974	273,375
Hay and clover	50,264	50,185
Other forage crops	9,005	6,399
Total	59,269	56,584
Grand total	890,456	877,284

1 hectare=2·47 acres.

From the above statement it appears that the cultivated area in Holland exceeds that of 1919 by 13,172 hectares. The important extension of grain growing, which was noticed in 1919, has not only been maintained, but has been further increased by 1,000 hectares. The cultivation of flax, sugar beets and blue maw seed has been extended on a very large scale. In comparison with 1919 the increase for flax amounts to 13,083 hectares, for sugar beets to 13,930 hectares, and for blue maw seed to 1,244 hectares. On the other hand, a considerable decrease is noticed in the growing of peas and beans and in the cultivation of winter rape seed.

REVIEW OF DUTCH IMPORT TRADE FOR JULY, 1920.

Trade Commissioner A. Stuart Bleakney.

Rotterdam, September 14, 1920.—In comparison with June, 1920, the value of imports for July, 1920, shows a decrease of 30·5 million gulden or 8·8 per cent, while the value of exports decreased by 2·4 million gulden. The total trade of Holland for July was 32·9 million gulden lower or 6·3 per cent, but the import balance fell from 166 to 138 million gulden, being a difference of 17 per cent.

	July, 1920. Gulden.	June, 1920. Gulden.	Total, Jan.-July, 1920. Gulden.
Total imports	314,861,366	345,402,373	1,840,085,509
Total exports	177,114,160	179,478,445	943,918,839
Excess imports	137,747,206	165,923,928	896,166,670

Not including coin and bullion.

The decrease in the value of imports must be attributed chiefly to the lower imports of grains, peanuts, copra, yarns, dry goods and clothing. The great increase in the *quantities* imported, amounting to 87 million kilogrammes, was caused by the larger arrivals of bulky goods, such as iron ore, pyrites, trass, cement, potash fertilizers (about 70 million kg.), pine, fir and spruce, railway ties, teak-wood (about 32 million kg.) cheap manufactures and bricks (about 26 million kg.).

DETAILED IMPORTS.

As in June the imports of wheat were lower: June, 58·6 million kg.; July, 28·9 million kg. Wheat flour decreased by 3·6 million kg. The arrivals of maize fell from 26·3 to 20·8 million kg. The import of rye was 5 million and of barley 1·8 million kg. more, 1·4 million kg. more of linseed arrived.

Iron ore shows an increase of 2·9 million kg. In consequence of the fact that during July 13·5 million kg. of pyrites were imported, the total quantity for January to July amounts to 23·4 million kg. against 6 million kg. for the corresponding period of 1919. The import of zinc ore declined.

The arrivals of coal, coke and briquettes were 16·3 million kg. less than in June.

Lime and cement decreased by 21 million kg., trass increased by 1·5 million kg.

The imports of fertilizers show a great difference between June and July. Saltpetre 10 million kg. against 12·2 million kg., kainite and carnallite 15·2 million kg. against 3 million kg., potash salts 25 million kg. against 4·8 million kg., thomas-phosphates 19·6 million kg. against 24 million kg. in June. Raw phosphates rose from 4·8 million kg. to 27·4 million kg., making the total for the first seven months of 1920, 48·6 million against 29·2 million kg. during the whole year 1919.

Petroleum shows a decrease of 3·3 million kg., benzine of 6·6 million kg. Gas oil increased by 1·3 million kg., mineral lubricating oils by 1·2 million kg., petroleum distillation products including liquid fuel by 8·4 million kg.

Shipbuilding timber and carpenter's wood were again imported in appreciable quantities, 134·1 million kg. against 111 million kg. in June; especially the import of pine wood was considerably higher—125 million kg. against 104·6 million kg. Of a total of 94·5 million kg. of sawn pine wood, 43·8 million kg. came from Finland, while Germany and Sweden exported to Holland 23·5 and 23·8 million kg. respectively. The import figure of teak-wood reached 2·5 million kg. against 0·8 million kg. in June. Sawn mahogany decreased by 1·1 million kg.

Pulp-wood imports show an increase of 6·5 million kg., which must be credited to Finland only. Arrivals of mechanical wood-pulp were 1 million kg. greater; chemical wood-pulp, on the other hand, decreased by 2·4 million kg.

The import of yarns decreased by 2 million gulden; silk, cotton and woollen goods show a falling off of more than 6 million gulden; outer garments and underwear declined both by 1 million gulden.

The value of the imports of unmanufactured tobacco rose very little; that of manufactured tobacco fell from 3·2 million gulden to 2·6 million gulden, amongst which cigarettes from 3·1 to 2·4 million gulden.

The number of imported automobiles decreased from 772 in June to 558 in July: 790 motorcycles were received against 1,738 in June. The number of bicycles shows only a small difference, 12,650 against 12,716 in June. Accordingly the import of tires was lower: over 45,000 tires and inner tubes for automobiles, motorcycles and bicycles less than in June, the total number imported being 173,639.

IMPORTS INTO HOLLAND FROM THE UNITED STATES AND CANADA.

Trade Commissioner A. Stuart Bleakney, Brussels, sends the following statistics under date September 14, 1920:—

STATEMENT OF UNITED STATES AND CANADIAN GOODS IMPORTED INTO HOLLAND FOR 1919 AND SEVEN MONTHS OF 1920, SHOWING NORTH AMERICA'S SHARE IN THE TOTALS.

Earthenware, China, Pottery, Bricks and other Artificial Stone.

	From United States and Canada.		From all Countries.	
	Total Fiscal Year 1919.	Jan.-July, 1920.	Total Fiscal Year 1919.	Jan.-July, 1920.
	Weight in kg.		Weight in kg.	
Plates and other material for floors, walls, ceilings and roofs, made of plaster, wood-wool, sawdust, asbestos, magnesite, peat and similar materials	139,168	184,159	1,428,132	2,353,528

Paper.

Asphalt roofing paper	61,901	116,037	1,912,191	1,492,266
Wall-paper	31,074	.....	1,939,869	3,504,409
Paper and cardboard, n.o.p.	84,675	128,675	2,956,278	4,495,843
Printed matter—engravings, lithographs, blueprints, photographs, and other prints and pictures, not framed	3,062	.....	69,426	162,296

Food, Drink, Tobacco and Food Luxuries not Specified in Groups I, II, IV, and VI.

Cocoa powder prepared without sugar	277,096	23,403	644,580	100,955
Coffee, not roasted	654,683	.....	12,854,810	—
Coffee, n.o.p., and waste of coffee	91,165	.....	346,175	190,570
Java and other East India tea	599,361	.....	22,459,207	5,079,556
Cinnamon	86,140	.....	789,489	139,597
Pepper, white and black	41,556	.....	1,864,619	202,615
Refined white sugar and sugar, n.o.p.	96,041	3,174	104,107	15,571
Grape sugar or glucose—				
Solid	24,706	.....	45,000	10,118
Liquid	1,060,307	566,570	1,558,450	877,795
Molasses from cane-sugar, syrup and other liquids containing sugar, n.o.p., testing—				
Not more than 68 degrees by polariscope	.....	276,035	123,980	307,439
More than 68 degrees	.....	227,632	.....	707,650
American tobacco in leaves—				
Seedleaf	5,601,999	979,794	5,666,111	987,614
Maryland	5,084,142	872,907	5,114,638	888,396
Kentucky	6,875,726	2,536,028	6,969,917	2,560,198

Food, Drink, Tobacco and Food Luxuries not Specified in Groups I, II, IV, and VI.—Concluded.

	From United States and Canada.		From all Countries.	
	Total Fiscal Year 1919.	Jan.-July, 1920.	Total Fiscal Year 1919.	Jan.-July, 1920.
	Weight in kg.		Weight in kg.	
American tobacco in leaves—*Con.*				
Virginia	6,895,316	1,975,017	8,078,533	2,053,505
Cuba	245,352	24,694	470,909	108,134
Brazil	367,447	52,732	9,857,058	1,049,216
Paraguay	.....	69,102	2,480,980	285,472
N.o.p.	884,501	77,348	5,441,581	238,170
Tobacco in leaves, n.o.p.—				
Manilla	33,448	25,870	186,792	123,895
Other	681,690	8,974	3,404,088	750,180
Tobacco, unmanufactured, stems and waste of tobacco	1,207,236	62,417	2,557,020	210,388
Tobacco, manufactured—				
Cut	79,475	17,074	215,905	60,542
Cigars	2,829	6,730	60,591	123,578
Cigarettes	508,653	396,927	3,414,620	2,164,129
Methylated spirit, raw and rectified	1,859,635	810,035	2,871,233	1,374,745
Gin	4,998	.....	15,245	6,435
Spirits and methylated spirits exempt from import duty	67,848	1,152,052	108,309	2,849,026
Articles of food prepared for immediate use, or in boxes, tins, bottles and similar small packing—				
Meat of all kinds, and sausages	353,904	137,482	762,196	287,357
Fish and shell-fish (not herring)	236,022	136,605	1,356,458	680,032
Confectionery	89,898	.....	181,402	111,003
Articles of food and food luxuries, n.o.p.	941,809	245,648	1,519,149	766,621

Note.—The customs statistics of Holland do not give Canadian imports separately from those of the United States.

TRADE NOTES FROM NEW ZEALAND.

Trade Commissioner W. A. Beddoe.

Lumber Quotations.

Auckland, August 25, 1920.—Since the last report from this office, certain lumber quotations have been received from British Columbia from a number of sources.

Some of these quotations were too high and the business was lost. In some instances the quotations were favourable and business has resulted. With respect to large quantities of timber, such as deck cargoes, it is impossible to sell the timber here even at favourable quotations, unless the steamers of the Canadian Government Merchant Marine Service will go direct to New Zealand to discharge. The sending of these Canadian Government ships to Australia before calling at New Zealand simply means that there will be no patronage whatever from the New Zealand importer. It is not reasonable to expect that New Zealand importers will wait four or five months for their goods when they have to pay for them on the presentation of the documents, within forty days.

It was hoped that when these steamers entered the service that there would be direct delivery of goods with New Zealand, and if this can be arranged there will be a volume of business which can be easily secured, providing prompt delivery is arranged.

Specifications for Post and Telegraph Department.

The Post and Telegraph Department at my request have been good enough to send me specifications according to the list enclosed, so that when tenders are asked for, I shall be able to cable the Department as per the following example:—

Specification No. 2, 10,000 bolts, tenders close——— or

Specification 27,200 tons galvanized iron wire.

Tenders close———

These specifications being on file in the Department will be available to the Canadian manufacturer within a few hours after the New Zealand Government has invited tenders. It would be impossible to cable the particulars of the specifications, but as they are on a standard basis, governed by a number, it will only be necessary to refer to the specification number, and turn up the specification, and any proposed tenderers will have the fullest particulars before them at once.

I find it very difficult to secure specifications and send them to Canada in time for the Canadian manufacturer to bid, when he has to wait for the particulars included in the specifications, but by placing these on file in the Department it only needs a cable from me for the manufacturer to examine these specifications and put in his bid.

By referring to the trade between Canada and New Zealand for the six months ended 30th June, it will be found that there is a most satisfactory increase of $1,546,760 over the corresponding period of last year.

In this particular instance this increase is not accounted for by an increase in price, because there has not been such an increase within the last six months as would seriously affect the total figures indicating increase in business. Therefore it may be taken that the business between Canada and New Zealand for the first six months has increased to the extent of one million and a half dollars.

Method of Selling Goods.

There have been many occasions upon which quotations for Canadian goods have been made, with the condition that payment be made at the American rate of exchange. This method should be discouraged. It does not appeal to an Imperialistic Britisher in New Zealand to buy Canadian goods and pay for them in American funds.

It is difficult for the importer here to comprehend why he should buy British goods at a foreign rate of exchange. It is suggested to the manufacturers and exporters of Canada that they make their quotations at the Canadian rate of exchange and that their agents be not permitted to quote at any other rate of exchange. The result often is that business which would otherwise go to Canada finds its way into other channels. An average importer in New Zealand, desiring to buy British goods from Canada, would not understand why he should be asked to pay a foreign rate of exchange with which Canada is not concerned.

POWER ALCOHOL: NEW SOURCES OF RAW MATERIAL.

(London Times Trade Supplement.)

The opinion gathers force that there are ample sources of the raw materials of power alcohol available in regions where the difficulties in connection with the transport of plant and machinery required and of the product to the consuming centres are not so great as in some of the areas which have been marked out as ideal raw material producers.

It is reported that in the Pacific islands alone, maize, cassava and sugar cane could be grown and utilized to an extent which should produce 50,000,000 gallons a year, and it is suggested that the world demands could be filled by the raw material available within certain Empire areas. Estimates of the cost of obtaining industrial alcohol from the crops named indicate that 6d. per gallon is a figure which could be realized, and the process of distillation should be associated with the recovery of valuable by-products. Even when the cost of overseas transport to Great Britain is added to the production cost, it is assumed that the fuel could be placed on the home market at prices which would compare favourably with the cost of petrol.

REVIVAL OF INDUSTRIES IN BELGIUM.

Mr. Godfrey Langlois, Agent General of the province of Quebec, Brussels, Belgium, has furnished to the *Weekly Bulletin* the following information regarding the revival of industries in Belgium:—

Coal Industry.—The coal industry has practically resumed its former prosperity; in 1913 the average monthly production was 1,910,710 tons; for the first five months of this year it has been 1,839,476 tons.

Metallurgical Industry.—The metallurgical industry had 54 blast furnaces in operation in Belgium in 1914; 51 of them were destroyed by the Germans.

Up to the 1st of January of this year, 10 of them had already been put in working condition, and on the 1st of June last 6 others had been completely reconstructed, two others were very near completion and completed since.

During June last, the production of cast-iron had reached 100,967 tons, or 49 per cent of that of 1913. Finished iron production had reached in May 17,337 tons, or 68 per cent of pre-war production. Steel (ingots) reached in June 112,922 tons, or 55 per cent of 1913; steel (finished) 94,894 tons or 61 per cent of 1913; zinc (rough) 7,250 tons or 43 per cent of 1913.

Glass Industry.—Up to the 1st of June last, the monthly output of sheet glass has been 2,800,000 square metres. During same period the exportation of the different kinds of glass was as follows: Plate glass, 13,169,000 kg.; sheet glass, over 78,000,000 kg.; glass bottles, over 8,700,000 kg.; and drinking glasses, about 9,000,000 kg. The total export business for 1913 amounted to more than 290 million kg.

Diamond-cutting Industry.—This industry since the armistice has come back to its former prosperity. There are about 1,240 workmen employed as diamond cutters in Antwerp. During the four first months of this year 6,609,306 francs worth of rough diamonds were imported and 7,563,899 francs worth of cut diamonds were exported. But since that time the cutting industry has become completely paralyzed in Antwerp as well as in France, Holland and America. Diamond cutters have ceased working everywhere on account of lack of demand for stones on any market in the world.

Foodstuffs.—In 1913 the monthly average of sugar production in Belgium had been 9,206,967 kg., while the latest official statistics are showing, for the five first months of this year an average of 11,980,713 kg. Prospects this year are very good and it is expected that the total production for 1920 will be more than 160,000 tons on account of a large increase in the sugar-beet cultivation which amounts to 40 per cent.

The brewing and malting industries are recovering slowly on account of great slackness in barley importation, and on the other hand there has been an excessive importation of malt.

The alcohol production which was in 1914 447,725 hectolitres at 50/0 has been only 98,253 hectolitres from the 1st of January to the 1st of May this year.

Luxury Industries.—In the corset industry, the pre-war output in Belgium was valued at 8 million francs in one year, of which four-sevenths was exported. Actually there are manufactured 120,000 corsets monthly, which represents a value of 2,300,000 francs.

The glove industry is recovering rapidly. The monthly production is calculated to be 9,650 dozen of pairs of gloves at the present time.

The morocco leather and travelling articles industry has completely recovered its pre-war activity. It is actually producing monthly to the value of 2,300,000 francs of morocco leather goods and 90,000 francs of travelling articles.

TRADING WITH GREECE.

Trade Commissioner W. McL. Clarke.

XII.

Market Reports.

In the sections which follow on market conditions the writer has endeavoured to follow as a general outline the various categories into which Greek import trade is divided in the Government returns, taking those items which seem to be of greater interest to Canadians and adding notes on the countries of origin, general requirements and trading conditions.

It has been found necessary to take the year 1914 as the basis of comparison as this is the only year for which detailed statistics are given in the official trade returns for both Old and New Greece.

LIVE STOCK.

The value of the total importations into Old Greece of live stock for the year 1913, and into Old and New Greece for 1914, was as follows:—

	Dr.
Imports for 1913 into Old Greece	12,781,915
" for 1914 into Old Greece	2,178,341
" for 1914 into New Greece	5,064,688
Total for 1914	7,243,029

Horses.

	Quantity (No.).	Value (dr.).
Imports for 1913 into Old Greece	7,865	5,112,250
" for 1914 into Old Greece	1,232	800,800
" for 1914 into New Greece	925	601,250
Total for 1914	2,157	1,402,050

Russia, Austria and Serbia were the principal sellers of horses to Greece in normal times.

Cattle.

	Quantity (No.).	Value (dr.).
Imports for 1913 into Old Greece	17,330	3,455,375
" for 1914 into Old Greece	417	103,605
" for 1914 into New Greece	1,525	266,295
Total for 1914	1,942	369,900

Russia, Turkey and Serbia were the leading sources of supply.

Sheep.

	Quantity (No.).	Value (dr.).
Imports for 1913 into Old Greece	107,704	1,723,264
" for 1914 into Old Greece	60,495	962,920
" for 1914 into New Greece	207,447	3,734,046
Total for 1914	267,942	4,696,966

For sheep Greece drew upon Serbia, Roumania, Bulgaria, Turkey and Russia in the order named.

Pigs and Hogs.

	Quantity (No.).	Value (dr.).
Imports for 1913 into Old Greece..	928	46,172
" for 1914 into Old Greece..	1,706	20,548
" for 1914 into New Greece..	2,763	48,727
Total for 1914..	4,469	69,275

Bulgaria and Russia were the contributing countries.

CANADIAN LIVE STOCK FOR GREECE.

In a conversation with the Secretary General of the Department of Agriculture, the writer was informed that Canadian cattle and horses for breeding purposes were now being imported on a small scale on account of the Government and the Secretary was inclined to believe that Canadian live stock would find an enlarging market in Greece.

ANIMAL PRODUCTS.

The following table shows the total value of the importations of animal products into Old Greece for the year 1913, and into Old and New Greece for 1914:—

	Dr.
Imports for 1913 into Old Greece..	5,294,676
" for 1914 into Old Greece..	3,956,419
" for 1914 into New Greece..	5,750,070
Total for 1914..	8,706,489

Canned, Preserved and Smoked Meats.

	Quantity (lb.).	Value (dr.).
Imports for 1913 into Old Greece..	40,474	102,795
" 1914 into Old Greece..	62,560	161,740
" 1914 into New Greece..	455,408	1,379,454
Total for 1914..	517,968	1,541,194

Great Britain (supplying about a third) followed closely by France was the principal source of origin for the products classified under this heading, which includes smoked tongues, meat extract, smoked sausages, hams and bacons and canned meats. Italy and Germany also made shipments, and larger than those from Holland and Austria, the other competing countries.

The best known canned and potted meats come from England at present, and as grocery stores in the larger cities keep considerable stocks of these on hand, it should be worth while for Canadian exporters to investigate more minutely this particular market.

Cheese.

	Quantity (lb.).	Value (dr.).
Imports for 1913 into Old Greece..	221,404	355,828
" 1914 into Old Greece..	143,928	231,313
" 1914 into New Greece..	404,350	649,849
Total for 1914..	548,278	881,162

The largest quantities of cheese imported into Greece arrived from France, Italy, Switzerland and Holland.

Table Butter.

	Quantity (tons).	Value (dr.).
Imports for 1913 into Old Greece..	21	70,335
" 1914 into Old Greece..	19	61,681
" 1914 into New Greece..	24	86,810
Total for 1914..	43	148,491

Italy and England each supplied about one-third of the total quantity imported and Germany about one fifth. Smaller parcels were shipped direct from Russia and Denmark. Normally Greece imports relatively little cow's butter as the people prefer olive oil and sheep's butter for cooking. During the war, through the necessity of feeding the allied soldiers in Greece and on account of much speculation in foodstuffs, it was found necessary to import various oleaginous products to substitute the country's decreasing supplies of olive oil and native butter, which are the best liked fatty foods for cuisine purposes.

HIDES AND SKINS.

Dry (salted and unsalted).

	Quantity (tons).	Value (dr.).
Imports for 1913 into Old Greece..	913	1,372,780
" 1914 into Old Greece..	643	965,060
" 1914 into New Greece..	844	1,387,332
Total for 1914..	1,487	2,352,392

France, America, and Egypt were the declared countries of derivation.

Wet.

	Quantity (tons).	Value (dr.).
Imports for 1913 into Old Greece..	1,673	1,315,136
" 1914 into Old Greece..	1,294	1,098,155
" 1914 into New Greece..	209	194,319
Total for 1914..	1,503	1,292,474

The hides coming under the heading of this second category were mostly imported from France, Belgium, Germany and England as re-exported commodities. With the accession of the new provinces, where the tanning was especially flourishing, the demand for raw hides has somewhat increased. During the war, with restricted exports from the usual producing centre, Greece was to a very large extent dependent upon Egypt for supplies. These, however, are only suitable for the coarser quality of leather worn by the working classes. Indian (Rangoon) hides were also in pre-war days known in Greece as were also those from Java and China.

FISH PRODUCTS.

The table subjoined shows the total value of the importations of fish products into Old Greece for the year 1913, and into Old and New Greece for 1914:—

	Dr
Imports for 1913 into Old Greece..	9,250,004
" 1914 into Old Greece..	8,865,092
" 1914 into New Greece..	2,396,023
Total for 1914..	11,261,115

THE FISHERIES.

Fish Salted or in Brine.

	Quantity (tons).	Value (dr.).
Imports for 1913 into Old Greece	1,043	1,788,753
" for 1914 into Old Greece	982	1,684,228
" for 1914 into New Greece	238	443,417
Total for 1914	1,226	2,127,645

Herrings.

	Quantity (tons).	Value (dr.).
Imports for 1913 into Greece (Old)	1,238	1,238,469
" for 1914 into Greece (Old)	1,542	1,542,833
" for 1914 into New Greece	180	218,864
Total for 1914	1,722	1,761,697

Before the war Great Britain held the Greek market in smoked herrings, and of the 3,444,000 pounds imported in 1914 some 3,074,733 pounds came from the United Kingdom. The United States was shipping herrings to Greece during the war, and a very good trade was established. Norway also is a small supplier of this product in Greece and in 1912 sent forward 3,300 pounds of smoked "spring" herrings, 4,400 pounds of smoked North Sea herring, and 46,200 pounds of smoked large herring.

Tinned Fish.

	Quantity (tons).	Value (dr.).
Imports for 1913 into Old Greece	39	127,125
" 1914 into Old Greece	61	197,676
" 1914 into New Greece	35	116,361
Total for 1914	96	314,037

Tinned salmon—for the most part "pink" salmon in the ordinary tall tin—is to be had in the large grocery shops of Athens and commands a somewhat limited sale. American brands are the best known, but more recently a Japanese labelled tin has been on the market, although it is believed the fish itself is of American origin. Canadian red salmon, according to importers, would doubtless find a Greek demand (at a convenient price).

While the writer was in Greece a small shipment of tinned chicken haddie arrived from Canada on account of the Government and the functionary charged with its inspection claimed that it was even better than the samples submitted. Its introduction among the soldiers should be followed up and other similar lines introduced and advertised.

The most widely used canned fish in Greece is the sardine imported from Norway and France. Canned lobster and crayfish sell in small quantities.

Codfish.

	Quantity (tons)	Value (dr.).
Imports for 1913 into Old Greece	6,243	3,344,653
" 1914 into Old Greece	6,200	3,321,583
" 1914 into New Greece	306	196,947
Imports for 1914	6,506	3,518,530

The chief quality of codfish consumed in Greece is what is called the Labrador soft cure. This cure is consumed in the Peloponnesus and also at the Piræus and in northern Greece, but the Piræus and northern Greece also eat a large quantity of French fish which is cured with alum, and which gives the fish a white colour even though it is not considered to add to its keeping power. This whiteness, coupled with the additional facts that the French leave the dark skin on at the sides after cutting, taking care that no salt is left on the fish when dried, and that the backbone is cut in two and only the tail-end part left on the fish, gives sometimes a preference to the French cure.

In 1914, of the total importation of 13,012,000 pounds of codfish and dried fish, 8,763,160 pounds were imported from Great Britain and 3,609,480 pounds from France. Shipments from the United States only amounted to 19,980 pounds. It is evident therefore that the French codfish baled and shipped from Marseilles was normally the only real competitor of the Labrador codfish arriving in bulk by steamer or sailing vessel direct from St. John's or from Liverpool in barrels.

The Canadian Government trade returns show no cargoes of codfish for Greece during the past six years, but as considerable quantities are consumed annually in Greece, as the product is eaten throughout the entire year, and as the Labrador fish enjoys such an excellent reputation in Greece, it would seem advisable for Canadian exporters to get in touch with the Greek market, and, provided the Labrador cure is of good quality, medium sized, light in colour and well washed, dried and salted, there is no question as to its retaining its hold over French competition. Codfish from the fishing grounds of Gloucester, U.S.A., has been more recently introduced into Greece, and will doubtless prove a competitor to Labrador shipments in the future.

"The chief difficulty in getting codfish from Canada," write the largest codfish importers in Greece, "is the question of transport, and shipments via New York are anything but satisfactory. In fact, a steamer has just arrived from New York with 2,000 quintals, the greater part of which is stinking. May we suggest in the interests of Canadian-Greek trade a direct line of sailing vessels and/or steamers from Canada to Greece."

Sardines in Barrels.

In 1913 some 10 tons and in 1914 some 31 tons of salted sardines in kegs were imported. These are consumed among the poorer and working classes.

AGRICULTURAL PRODUCTS.

The statistics shown hereunder give the total value of the importations into Old Greece for the year 1913 of agricultural products and into Old and New Greece for the year 1914:—

	Dr.
Imports for 1913 into Old Greece	47,505,617
" 1914 into Old Greece	47,336,002
" 1914 into New Greece	32,381,237
Total for 1914	79,717,239

Wheat.

	Quantity (tons).	Value (dr.).
Imports for 1913 into Old Greece	204,842	33,652,659
" 1914 into Old Greece	198,559	35,457,066
" 1914 into New Greece	24,459	4,891,911
Total for 1914	222,998	40,348,977

In 1914, 66 per cent of the total wheat importations arrived from Russia, 26 per cent from the United States, and 7 per cent from Bulgaria. Turkey, Austria, and Roumania contributed the remainder.

Although Canadian wheat at present is being placed in Greece in very considerable quantities, yet this business as now carried on by the two Governments does not guarantee its permanency. One of the largest flour-mill owners in Greece told the writer that his mill was then using Canadian wheat entirely and found it preeminently suitable to the market, but he added, "Unless Canada can ensure regular shipments in normal times, by a direct line of steamers, it will be most difficult to compete with the wheat from Black Sea ports. Even then it will not be easy to quote competitive freight rates."

Adequate transportation and regulated freight rates would seem to be indispensable in maintaining a Canadian wheat trade with Greece.

Other Grains and Cereals.

	Quantity (tons).	Value (dr.).
Imports for 1913 into Old Greece	10,546	1,205,421
" 1914 into Old Greece	6,538	840,808
" 1914 into New Greece	10,892	1,557,161
Total for 1914	17,430	2,397,969

Russia followed by Turkey, Bulgaria, Egypt, and Roumania were the principal countries of supply.

Wheat Flour.

	Quantity (tons).	Value (dr.).
Imports for 1913 into Old Greece	1,470	420,423
" 1914 into Old Greece	700	213,662
" 1914 into New Greece	38,080	12,243,563
Total for 1914	38,780	12,457,225

While the writer was in Greece he found that Canadian flour was meeting with a very favourable acceptance, and our exporters should see to it that at least a part of this normal flour trade is kept from competitors. Russia, Roumania, and the United States used to control this trade. Freight rates again will largely determine the extent of Canadian business, and it is, moreover, not to be overlooked that the milling industry in Greece is not unimportant.

Canned or Preserved Vegetables.

	Quantity (lb.).	Value (dr.).
Imports for 1913 into Old Greece	9,567	28,919
" 1914 into Old Greece	5,706	14,266
" 1914 into New Greece	372,274	1,063,640
Total for 1914	377,980	1,077,906

France and Germany held the greater part of the trade in tinned or preserved vegetables.

Tea.

	Quantity (lb.).	Value (dr.).
Imports for 1913 into Old Greece	26,754	110,376
" 1914 into Old Greece	29,596	147,980
" 1914 into New Greece	27,221	145,830
Total for 1914	56,817	293,810

The tea imports of Greece in pre-war days were not relatively large, but its consumption has been increased during the war, owing in part to its introduction among the army and its popularity therein. The market will undoubtedly be greater from now on.

CANADIAN TURKEYS WANTED FOR THE CHRISTMAS MARKET IN ENGLAND.

Mr. J. E. Ray, Canadian Government Trade Commissioner in Manchester, cables that he has been asked for quotations for 50,000 turkeys from Canada for the Manchester market for Christmas. One firm desires to obtain 20,000 turkeys and another 30,000.

The names of the firms may be obtained on application to the Department of Trade and Commerce, Commercial Intelligence Branch, quoting file 24619.

TRADING WITH ROUMANIA.

Trade Commissioner L. D. Wilgress.

XIV.

Opportunities for Canadian Trade.—*Continued.*

HARDWARE.

Germany was the chief source of supply for most lines of miscellaneous hardware and tools, but there is now an excellent opportunity for Canadian exporters to secure a foothold in the Roumanian market. Stocks are depleted and will require to be renewed as soon as the exchange rate becomes favourable again for business in these lines. Importers illustrate what is required by showing the pre-war catalogues of firms in Saxony and other parts of Germany, offering a great variety of all kinds of builders' hardware, bathroom fittings, kitchen utensils, enamelled ware, aluminium ware, tools and cutlery. The builders' hardware required includes hinges, locks, door checks, desk and drawer knobs and window fittings. Houses in Bucharest and other cities are built in the most up-to-date manner, but European practices are followed; thus windows are never of the American sash type but open inwards and are secured by metal rods running up and down and worked by a knob, which pushes the rods into sockets. Bathroom supplies of the white enamelled type and modern plumbers' fittings are now becoming general in the Roumanian towns and require importations from abroad.

Germany and Austria formerly enjoyed a large trade with Roumania in all kinds of kitchen utensils, but especially enamelled ware and aluminium ware. Cooking utensils should all be of broad surface, since wood is the chief fuel used. Lamps and lanterns, and food choppers are also lines imported for household use.

TOOLS.

There should be an opportunity for Canadian firms to supply various kinds of tools to Roumania. Cross-cut saws are used to some extent, but the chief business is in handsaws and hacksaw blades. Emery wheels and other abrasives and small tools

generally, such as files, twist drills, reamers, taps and dies, vices, etc., are similar in pattern to those used in Canada and with the revival of building and manufacturing large quantities will be required. Austria-Hungary and Germany supplied nearly all of the axes imported into Roumania before the war, the value of the total import in 1913 being $78,200. The same countries also shipped the bulk of the hammers, picks, shovels, and spades imported. In all these lines the products of Canadian manufacturers should suit the requirements of the market, provided prices and terms of payment are satisfactory.

NAILS, WIRE, ETC.

The Roumanian factories supplied most of the nails, wire, screws, bolts and nuts, horseshoe nails required before the war, but at the present time there is a shortage in all these lines and quotations are asked for from Canadian manufacturers.

GALVANIZED IRON SHEETS.

Galvanized iron sheets are used for covering the roofs of buildings and houses throughout Roumania and Great Britain has done a large trade in the line. The total import in 1913 was valued at $1,440,000. Since the armistice consignments of galvanized iron sheets, nails, wire and screws have arrived from the United States.

SAFES.

During their occupation of the country, the Germans took away most of the safes in Roumania and destroyed others, so that there is now a great demand for the smaller sizes of safes, especially those about six feet in height or less. Great Britain has sent a number of safes since the armistice.

MISCELLANEOUS IRON AND STEEL.

Rolled iron and steel and castings of various kinds and shapes formed one of the chief lines of importation from Germany before the war, as shown in the first chapter of this report, and considerable quantities will be required as soon as importation into Roumania will again be possible on a large scale.

MOTOR CARS AND TRUCKS.

The use of motor cars has greatly increased in Roumania since the war, but import restrictions now limit the business in pleasure motor cars. Motor trucks have been resorted to as a means of relieving the transport crisis and many new trucks have been imported. Owing to the conditions of the roads, a three-ton truck is found the most practicable for this purpose. Canadian firms have a good opportunity for business with Roumania in the large amount of accessories of all kinds required for motor cars and trucks in the country.

READY-MADE HOUSES AND RECONSTRUCTION MATERIALS.

Owing to the shortage of housing accommodation throughout Roumania, there is an excellent opening for the introduction of Canadian ready-made or demountable houses. Companies have been formed for supplying the equipment and materials required for the reconstruction of the country and these firms have inquired for quotations and other particulars regarding Canadian construction materials of all kinds cut and expressed themselves particularly interested in the question of purchasing ready-made houses from Canada. Concrete mixers, steam shovels, conveyors, stone crushers and other appliances are also of interest in connection with reconstruction work in Roumania.

RAILWAY MATERIALS.

The transport crisis renders the purchase of locomotives and fittings for the Roumanian railways of urgent necessity. An order for 50 locomotives has been placed with the Baldwin Locomotive Company of the United States, and the Skoda works in Czecho-Slovakia have received an order for 80 new and for repairing 500 old locomotives in two years' time. Many locomotives are being repaired in Roumania, and for this purpose locomotive fittings of various kinds are required, but especially copper pipes and fire boxes for converting coal-burning locomotives into oil users. Particulars as to the specifications of the locomotives and fittings required and the conditions of tender have been forwarded to the Department of Trade and Commerce, Ottawa, and may be obtained by interested Canadian firms on application, (refer file No. 22852).

TRAMWAY EQUIPMENT.

The re-organization of the Bucharest tramway presents an opening for Canadian manufacturers to supply a share of the equipment and materials which will be required.



Present Tramway Ficilities Available at Bucharest.

The tramway is a semi-municipal undertaking, but the service is bady disorganized and unable to cope with the demands of the traffic. A large quantity of new cars, steel rails, overhead wire and electrical apparatus will be required in order to bring the service up to efficient operating capacity. Tenders are now being called for the supply of 15,309 tons of steel rails and other materials for the tramway, particulars of which may be obtained on application to the Department of Trade and Commerce, Ottawa (refer file No. T.C. 1-195).

Electrical apparatus has hitherto been chiefly supplied to Roumania by Germany and Switzerland. The further development of the water power resources of the country will lead to the importation of large quantities of electrical machinery and apparatus, in certain lines of which Canada might be able to do business.

GRAIN ELEVATORS.

Grain elevators have been constructed at Braila, Galatz, Constantza and certain leading centres in the grain-growing districts, but the importance of the grain trade to Roumania will require the extension of elevator facilities in the near future. The manufacture of grain elevator equipment is a Canadian specialty and hence a close

touch should be kept on developments in this connection not only in Roumania, but also in the countries adjoining the Black Sea from whence comes the bulk of the world's grain supplies in normal times.

DRUGS AND CHEMICALS.

Caustic soda, oxide of zinc, calcium carbide and super-phosphates are possible chemical openings for Canadian exporters. Calcium carbide was imported to the extent of about 500 tons a year, chiefly from Austria-Hungary and Germany. Caustic soda was obtained from Great Britain and Belgium, the import in 1913 being 3,745 tons. Patent medicines have not the same sale in Roumania as in Canada, but their use is increasing with the growth of advertising and owing to the cost of doctors' prescriptions. Drugs and medicines were mostly imported from Germany before the war, while France is now an important source of supply. There is an opening for Canada in many lines, such as aspirin, phenacetin, etc., but the drugs should be put up according to the European pharmacopœia. British drugs prepared in accordance with the English pharmacopœia have a ready sale, while certain American patent medicines have been introduced.

PAINTS AND VARNISHES.

France, Germany, and Great Britain sent the bulk of the dry colours hitherto imported into Roumania; oil paints and varnishes came chiefly from Great Britain, Germany, and Austria. Belgium was also an important source of supply for special dry colours. Owing to the absence of construction work of any kind there is not a very great demand for paints and varnishes at the present time and little has been imported since the armistice. There is a good opportunity for Canadian firms to form connections for the future, and importers expressed their desire to receive quotations and other particulars from Canada. Offers have recently been received from firms in Czecho-Slovakia and Germany for supplying paints and varnishes on advantageous terms.

PAPER.

Prior to the war the Roumanian paper industry supplied nearly all of the internal requirements of the country, and there was an importation, chiefly from Austria and Germany, only of such special lines of paper as note paper, bond papers, watermarked papers, porcelan papers, etc. At present, however, only four of the seven paper mills in Old Roumania are operating and there is an acute shortage of all kinds of paper. Inquiries have been received as to the possibility of securing supplies from Canada of writing papers, blotting paper and newsprint. Inferior quality of paper for printing school books is also required in considerable quantities. Importations from Scandinavian countries are becoming increasingly difficult and if satisfactory arrangements are not soon made the newspapers will have to curtail both in size and circulation. There is a large consumption of paper in the towns of Roumania, since the educated classes read newspapers and current periodicals to an extent surpassed by few other European countries.

LEATHER AND LEATHER GOODS.

The importation of leather into Old Roumania was valued before the war at $2,000,000, while hides were imported to the value of nearly $1,000,000. Germany and Austria supplied by far the greater part of the leather imported. Thus out of a total import of box calf in 1913, valued at $553,000 and amounting to 370,000 pounds, Germany sent 260,000 pounds and Austria 90,000 pounds. Kid leather importations in the same year were 56,000 pounds valued at $468,000, also chiefly from Germany and Austria. There will be openings for the sale of all kinds of leathers to Roumania. Harness and saddlery was imported in 1913 to the value of $200,000 from Germany,

Austria and Great Britain. Leather gloves came chiefly from France and Austria. Boots and shoes of leather were imported into Old Roumania to the value $620,000, Germany and Austria and the United States being the principal sources of supply. Since the armistice boots and shoes have been imported in large quantities, especially from the United States. The latter country has dumped on to the Roumanian market old-style footwear for which there would be no sale in the home market. On the other hand, in Bucharest and other large towns there is a great demand for high-quality footwear, and American firms operating retail stores do a considerable trade. Canadian boots and shoes are exhibited in the shop windows in Bucharest.

CLOTHING AND TEXTILES.

The peasantry for the most part make their own clothing from cloth a part of which is produced locally. There is, however, a large importation into Roumania of cotton and woollen textiles and clothing articles of various kinds. The urban populations wear "European" clothing, and in Bucharest and other cities the dictates of fashion are strictly followed by all the well-to-do. The shops of Bucharest rival those of Paris in the display of silk goods, lingerie, ladies' dresses and expensive dry goods generally. There is no great demand for ready-made clothing. Since the armistice Great Britain has been supplying Roumania with a large amount of textiles of all kinds, both for the use of the urban and peasant populations. Dress goods; sheetings; cotton piece goods and prints; blankets; woollen cloth; underwear, medium weight; socks and stockings have all been imported in large quantities. France has done a considerable business in the more expensive lines and in fancy goods, lingerie, fine woollens, hats, men's shirts, neckwear and ladies' footwear. The Canadian manufacturers have supplied Roumania with serge and other woollen cloth, underwear, blankets, socks and stockings, and there is an opportunity for the further extension of Canadian trade in these and certain other lines such as neckwear. The figures given in the first chapter of this report illustrate the extent of the Roumanian market in most of these clothing and textile lines.

MISCELLANEOUS.

Other possible openings for Canadian trade which have been suggested in the interviews with Roumanian importers, are typewriters, sewing machines, rubber footwear, solid and pneumatic rubber vehicle tires, and canned provisions.

Canned fruits have been imported since the armistice from the United States, Italy, Spain and Greece, while France has sent a large quantity of canned vegetables and meats. Provided prices are in line with those from competing countries, importers are of the opinion that Canadian canned salmon, canned apples and other fruits might find a sale in Roumania.

PRESENT POSITION.

The above are the principal lines in which there is an opportunity for the development of Canadian trade with Roumania. The most important consideration is that of price, and if Canadian exporters can compete with European suppliers they should be able to secure a foothold in this market which will be of value in the future. Besides the price factor it is important that the good reputation which Canada has secured in the Roumanian trade should be maintained and that in all cases goods should be supplied according to sample. The next consideration of importance to the development of future business with Roumania is that of terms of payment as discussed in preceding chapters of this report. At the present time the rate of exchange precludes any large amount of business with Roumania in all but the products most urgently required. However, other countries are still active in seeking for trade with Roumania and business is possible in many cases on a cash or moderate credit basis. Canadian firms should therefore not allow exchange considerations to prevent them from getting

in touch with Roumanian importers and should closely follow the developments of the situation. In this way they may participate in any business possible under present circumstances and at the same time will be preparing the ground for the resumption of normal trade with Roumania. A number of trade inquiries have been forwarded to the Department of Trade and Commerce, Ottawa, and published in the *Weekly Bulletin* of the Department. These inquiries form a basis for establishing relations with Roumanian firms, while interested Canadian firms may obtain a list of the principal importers in Roumania on application to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

DESTRUCTIVE FIRE AT CONSTANTZA, ROUMANIA.

Mr. L. D. Wilgress, Canadian Government Trade Commissioner, sends the following translation of the official statement of the Minister of Industry and Commerce regarding a recent disastrous fire in Constantza, Roumania:—

"Summarizing the reports received up to date, the value of the goods belonging to the Ministry of Industry and Commerce consumed by the fire at Constantza amounts to 44,402,924.30 lei.

"These goods consisted of the following two classes of articles:—

"*Dry goods.*—Sheeting, linen, cotton, cloth, sacks, suits, shirts, flannels, stockings, blankets, etc. Their value amounts to 30,816,626 lei.

"*Manufactured goods.*—Agricultural implements, nails, ruberoid, saws, paint brushes, binders, harvesting machines, etc. Their value amounts to 13,586,298.30 lei. The total sum of 44,402,924.30 lei represents the cost value of the goods, calculated at par.

"All the goods at Constantza, which were under the control of the Ministry of Industry and Commerce, were insured for the total sum of 81,900,000 lei.

"All the goods which were imported from abroad on behalf of the Ministry of Industry and Commerce and stored in the depots at Bucharest, Galatz, and Braila had already been turned over to the Secretary of Reconstruction and had been inventoried. The depots at Constantza were in course of being turned over to the same authority, and an inventory was to be taken.

"The Ministry of Industry and Commerce will later issue a detailed report as to the goods distributed, as well as those remaining in stock and those handed over to the Secretary of Reconstruction."

NEW INDUSTRIES IN SOUTH AFRICA.

(*British Board of Trade Journal.*)

In his address to the annual convention of the South African Federated Chamber of Industries recently held at Cape Town, the president enumerated the following among the new industries which have been established in the country during the year 1919:—

Agricultural machinery, aluminium works, art marbles, argol, ammonia, asbestos cement, bone-char, briquettes or patent fuel, corn flour, concrete pipes, troughs, tanks, etc., crystallized fruits, cream of tartar, dextrine, dubbin, dry cells, gluten, household utensils, knitting wool, lacquer and gold size, lanoline, mica lamp chimneys, micanite sheets and washers, milk (condensed), mathematical instruments, motor bodies and motor side-cars, rubber manufactures, tartaric acid.

SOUTH AFRICA'S IMPORTS.

Trade Commissioner W. J. Egan.

XIV.

Chemicals, Drugs and Kindred Lines.

Cape Town, July 29, 1920.—One of the most active sections of Canadian manufacturing making inquiries during the past two years as to the possibilities of export to South Africa has been the chemical trade.

The majority of such inquiries were with a view to "preparedness" rather than for immediate action. Detailed information of every kind has been submitted to the interested parties, and although the results, so far, are not large in actual export trade, South African buyers are keenly alive to the fact that Canada has developed as a possible source of supply and are anxious to have quotations submitted to them.

In addition to the various chemicals mentioned in the following tables and statistics, acids such as acetic, boric, nitric, phosphoric, sulphuric and tannic; various forms of ammonia, borax, soda ash, chloride of lime, etc., are also imported into the Union; but in view of the fact that the supply of these articles is largely in the hands of United Kingdom shippers with an occasional small shipment from the United States, and that a Canadian supply has not been in evidence, details of the importation of these items are not given. It may also be mentioned that several of the chemicals named are now in process of manufacture within the Union and at less than recent import prices. This difference in price may, however, be accounted for by the heavy cost of raw materials and great difficulties in manufacturing of exporting countries during the war, together with the excessive ocean freight rates obtaining during that period.

Sulphuric acid, for instance, is now being manufactured at five local plants, the import totals being considerably reduced during the last three years. In this, however, as in the case of several other industries, the raw material will possibly continue to be imported.

Developments in connection with South African chemical industries have recently been most marked, so much so that the Union is now stated to be entirely independent of imported pure acids, while several chemicals, heretofore imported, have been added to the list of those manufactured locally within the past few months. Notwithstanding this fact, Canadian producers have, by concentrated effort, obtained a definite footing on certain imported lines, and it is possible that a close study of the market for other lines might enable the list to be extended.

Acetone.

This item, which includes methylic alcohol and wood naphtha, was formerly entered under the genral heading of Drugs and Chemicals, n.o.d. A separate entry is in evidence for 1919. During this year the total quantity imported was 8,861 gallons valued at $19,800, of which Canada supplied 3,910 gallons valued at $8,300. The United States and the United Kingdom shipped the balance of the import, the amounts being respectively 2,600 gallons valued at $6,545 and 2,151 gallons valued at $4,945.

It may perhaps be of interest to remark, in connection with this item, that both South African Government officials and individual private companies have made numerous inquiries concerning the Canadian method of production of wood alcohol, and it is possible that there will be quite a development in the production of this commodity in some sections of the Union.

Acids—n.o.d.

This entry covers all acids except those mentioned in the general review or appearing as separate entries. Prior to 1919 the item was combined with drugs and chemicals, n.o.d.

The total value of imports to the Union was $12,530, of which the largest shipper was the United States, value $8,145, followed by the United Kingdom with $3,230. Japan made a small shipment, value $925, and France, value $45. The Canadian figure for the year was $225.

Calcium Carbide.

	1913.	1919.	Decrease or Increase.
Total for the Union	$227,000	$290,975	+ 63,975
Canada	43,800	226,500	+ 182,700
United States	17,500	33,525	+ 16,025
United Kingdom	800	9,900	+ 9,100
Sweden	27,500	11,260	— 15,240
Norway	127,000	10,570	— 116,430
Germany	6,500	.....	—
Japan	.....	190	+ 190

Although the total imports for the past three years only average two-thirds of those of the three years previous to and including 1913, there are in fact a great number of users of calcium carbide in the Union to-day, and with the prospective development of lighting systems the demand will, of course, increase.

The war period has been of immense value in educating a large number of users to the value of Canadian carbide, and as a result the total imports from the Dominion to South Africa have increased each year, although during 1917-18 a temporary lapse was experienced owing to the necessity of supplying other centres for war purposes. The possibilities of trade in small containers, long advocated by this office, has developed in a considerable way within the last twelve months. Both Sweden and Norway, which prior to the commencement of the war held the greater part of the trade, have dropped back extensively since that year. They will, however, again be strong competitors in the near future as it is known that both countries have made new agency arrangements, and when the extreme demands for supply in nearer markets than South Africa have been fulfilled they promise regular deliveries here.

There is now in course of development a plant for the manufacture of calcium carbide in Johannesburg, but from what is known of conditions generally it would not appear that much progress will be made, at least for some years to come.

During 1919 the quantity of carbide imported into the Union reached a total of 6,035,945 lbs. Of this amount Canada was the chief source of supply, shipping 5,201,475 lbs., an increase of over 2,000,000 lbs. on the 1918 figures. The United States with less than one-half its 1913 shipment, totalled 328,960 lbs., while the United Kingdom increased its figures of 17,925 lbs. in 1913 to 154,436 lbs. last year. Sweden and Norway, which sent to this market 1,230,240 lbs. and 5,554,961 lbs. respectively in 1913, only reached totals of 195,404 lbs. and 154,431 lbs. in the year under review. Belgium and Germany, each of whom formerly shipped to South Africa, have altogether ceased to send, while Japan, which first entered this market in 1918, shipped 1,239 lbs.

Carbonic Acid Gas.

On this article of import there would not seem to be much room for Canadian supply, the total importations into the Union averaging only about $4,000 per year. At the request of Canadian producing houses very careful inquiries were made during the past year and the opinion of the trade here generally is that their demands are well met by South African manufacturers. The great difficulty experienced by exporting companies is, of course, the return of the container. The whole of the

import trade for the past three years is from the United Kingdom, from which country there are weekly return sailings.

The value of last year's total imports to the Union was $4,585. Germany, Holland and Norway have each figured in this trade prior to 1916, but neither country is now shipping to this market.

Caustic Soda.

	1913.	1919.	Decrease or Increase.
Total for the Union	$147,000	$312,000	+ $165,000
Canada	9,000	.....	— 9,000
United States	.....	11,840	+ 11,840
United Kingdom	137,000	300,160	+ 163,160

A limited amount of this article is being sold in small containers, but the great bulk of the trade is in the quantity package, the article being used quite extensively in the cleansing of hides and skins.

Canada has made occasional shipments, some being through the medium of this office, but the larger quantities were on direct indents. One Canadian concern is interested and purposes arranging a continuity of supply just as soon as the conditions of production are again normal. The great bulk of this trade has always hitherto been held by the United Kingdom exporter, although during the war, in the years 1916-1917, the United States made respective shipments of 1,513,803 pounds and 2,696,945 pounds. The United States figures for 1919 were 287,511 pounds, and the United Kingdom's 3,663,641 pounds, making a total import for the Union of 3,951,152 pounds.

There is a movement on foot to prepare sodium cyanide on the Rand, for which an average of about 4,000 tons of caustic soda would be required, and which, under existing conditions, would very materially increase the import market for this commodity.

Cyanide of Potassium.

The import figures of this chemical averaged, pre-war, about 130,000 pounds annually. By 1915 the quantity had dropped to 6,200 pounds, and in the years 1917-1918 there was a yearly average of 885,000 pounds. These unusually large shipments are reflected in the total for 1919, which reaches only 4,980 pounds. The United Kingdom controls this trade, and has really held it in its entirety for the past four years.

Prior to the war Germany and Australia shipped in small quantities.

Cyanide of Sodium.

	1913.	1919.	Decrease or Increase.
Total for the Union	$1,880,000	$620,500	— $1,259,500
Canada	.....	.....	—
United States	.....	.....	—
United Kingdom	683,000	592,100	— 90,900
Germany	1,158,000	38,400	— 1,119,600
Belgium	10,400	.....	— 10,400
India	.....	1,300	+ 1,300

The total quantity imported into this market during 1919 was 2,903,132 pounds, of which Germany shipped 161,600 pounds and the United Kingdom the remainder. Belgium, Holland and Australia, which previously sent shipments, have dropped out of the market.

Users of cyanide of sodium in South Africa were very active, some four years ago, in following up a newspaper report to the effect that this chemical was about

to be produced in Canada; the report stated that the Niagara district would shortly be manufacturing in large quantities.

The tables of import shown above are a clear indication of the value of this market. The figures for 1919 are not to be taken as a criterion, however, as the average annual import is well over 10,000,000 pounds.

Potash, Compounds of—n.o.d.

	1913.	1919.	Decrease or Increase.
Total for the Union	$61,000	$142,000	+ $ 81,000
Canada	30	390	+ 360
United States	110	116,400	+ 116,290
United Kingdom	15,300	12,045	— 2,155
Germany	30,500	.....	— 30,500
Austria-Hungary	8,500	.....	— 8,500
Belgium	750	.....	— 750
Sweden	.....	2,100	+ 2,100
Holland	3,300	.....	— 3,300
France	1,600	2,920	+ 1,320
Russia	380	.....	— 380
Japan	.....	15,420	+ 15,420

The field of supply under this heading is a very wide one, and in the next two or three years will doubtless experience a lively competition; Germany, Austria, Belgium and Holland have latterly dropped out of the market, but it is not certain that they will permanently do so. The total quantity imported last year was 368,303 pounds as against 1,027,149 pounds in 1913. Of the 1919 figure, the largest shipment was received from the United States, viz. 299,048 pounds, the United Kingdom shipping 34,170 pounds compared with 278,376 pounds in 1913. Canada is credited with a small consignment of 612 pounds. Smaller quantities have arrived in former years, that of 1913 being 336 pounds. Switzerland, France and Russia, who have each been in this trade for several years, continue shipping in small quantities. Japan, comparatively new in this market, shipped 12,523 pounds last year, while Sweden, in a first consignment, totalled 6,720 pounds.

Potash has been offered from Canada on more than one occasion during the past three years, but when a prospect of good business matured, and return orders were placed by buyers here, it was found that the Canadian supply had been sold out. A definite demand exists at the present time.

GLASGOW ENGINEERING AND ELECTRICAL EXHIBITION.

(Consul G. E. Chamberlin, Glasgow, in United States Commerce Reports.)

The Glasgow corporation is making preparations for the engineering, shipbuilding, and electrical exhibition that is to be held in the Kelvin Hall, Glasgow, from November 8 to December 4. This hall has an area of over 200,000 square feet and is well adapted for such an exhibition, and will contain, when the show is open, three miles of passageways with stands on both sides. A cinematograph hall is being planned in connection with the exhibition to show films devoted to the engineering, shipbuilding, and electrical industries. The exhibitors are to include most of the well-known British engineering firms. It is reported that over 15,000 personal invitations have been dispatched to foreign visitors, for whose benefit, during their stay in Glasgow, advisory bureaus are to be set up by the corporation at the principal Glasgow stations.

LEAGUE OF CO-OPERATIVE ORGANIZATIONS IN SOUTH AFRICA.

(Transmitted by Trade Commissioner W. J. Egan.)

Cape Town, July 24, 1920.—The report of the Land and Agricultural Bank of South Africa for the year 1919, which has been presented to both Houses of Parliament during the past session, deals in a special way with co-operative societies among the farming community.

One section of the report is of such an interest in a general way, that it is submitted for publication in the *Weekly Bulletin*.

This section of the report of the board for the Land Bank reads:—

"A meeting of representatives of co-operative groups was held in Bloemfontein during November and the interesting point about the meeting is that it was convened by farmer co-operators themselves.

"It may be helpful briefly to review the development of agricultural co-operation throughout the union in order better to understand the proposal to form a league of agricultural co-operative organizations which has recently been prominently before the public.

"The movement amongst individual farmers has developed on both unlimited and limited liability lines, and to obviate confusion the unlimited liability organization is called in these remarks a co-operative 'society,' whilst the limited liability organization is called a co-operative 'company.'

"In the Transvaal agricultural co-operation has developed almost entirely on unlimited liability principles and has centred principally around maize. Societies having as their main business the sale of maize have been established in practically every suitable centre in the Transvaal, and these societies, composed of individual farmers, found it necessary to have some organization to link them up. A 'Central Agency' was accordingly established as a company with limited liability, the only shareholders being the maize societies. The functions of the Central Agency are, in short, to sell collectively the maize delivered to the societies by their members and to purchase collectively their farming requisities. Societies associated with the Central Agency are obliged to sell and buy through the agency, which confines its business to the sale of produce and the purchase of farming requisites.

"In the Free State, the movement did not make much headway until 1919, when there was great expansion in both unlimited and limited liability lines.

"Societies have been established or are in course of establishment in practically every district in the Free State to sell produce and to supply grain bags and wool packs. In addition almost an equal number of companies are being established to carry on the business of a general dealer on a cash basis.

"These societies and companies have also found it necessary to establish a central provincial organization called the 'Federasie' on lines similar to those of the 'Transvaal Central Agency.' The only shareholders of the 'Federasie' are co-operative societies and companies, and its functions are to sell collectively the produce delivered to the societies, to buy collectively the grain bags and wool packs required by the societies, and in addition to buy the requirements of the companies also.

"In Natal, co-operation has grown almost entirely on limited liability lines. There is one central organization having individuals as shareholders and not societies and companies like the Transvaal and Free State. This central organization (the Co-operative Union) sells produce and buys farming requisites for the individual members. In the buying side of the business its activities are something between the restricted Transvaal practice of farming requisites only and the Free State practice of farming requisites and general trading.

"In the Cape Province agricultural co-operation has also developed on limited liability lines, but whilst a number of individual companies have been established there is no central provincial organization.

"Such shortly is a record of the agricultural co-operative development so far as the sale of general produce and the purchase of farming requisites are concerned.

"With regard to creameries, co-operation has been built up almost exclusively on limited liability, and these creameries have also found it necessary to establish a central company which is not on a provincial but a South African basis.

"The tobacco growers have adopted unlimited liability in the Transvaal and limited liability in the Free State, Cape and Rhodesia, and their societies and companies are linked up through the South African Tobacco Growers' Association, which is not, however, a trading concern but a loose form of federation.

"The wine farmers have also co-operated through a non-trading co-operative organization.

"It will thus be seen that co-operation has progressed first by grouping farmers, with a community of interests, into individual societies or companies, and second by grouping the societies or companies into central organizations sometimes on a provincial basis and at other times on a South African basis.

"It is obvious, however, that if the provincial central organizations separately pursue their activities in the sale of produce they will constitute a weakness, and not a strength, to the producer, and it seems that substantial advantages could be gained in the buying side of the business if all the provincial and South African central organizations were associated.

"The third step agricultural co-operators propose to take is to form a league, or federation, to associate all the existing provincial and South African organizations. The main purpose of such a league or federation is to act as broker in realizing produce overseas and in purchasing farming requisites.

"This bank has a direct interest only in those co-operative societies with unlimited liability which borrow capital from it. The board can have no financial interest in any limited liability agricultural co-operative organization, but it is naturally interested in any movement which aims at advancing agriculture and the prosperity of farmers generally.

"The board has therefore done what it could to encourage agricultural co-operators in their scheme to form a league or federation of all existing co-operative organizations.

"It seems to the board that such a scheme can be successful only if these essentials are observed:—

"1. That the co-operative societies and companies are truly co-operative in principle.

"2. That in companies with limited liability—

(*a*) Shareholders shall not receive more for the money subscribed by them than the rate of interest at which capital can be borrowed;

(*b*) All shares are held by bona fide farmers;

(*c*) Transfer of shares is controlled;

(*d*) No shareholder has more than one vote; and

(*e*) In case of dissolution (whether voluntary or otherwise) shareholders can get no more than their capital back; any surplus which may remain should be divided amongst he suppliers of produce on the basis of the value so supplied for three years prior to dissolution.

"3. That societies and companies be ground into central organizations according to community of interest not necessarily on a provincial basis.

"4. That such central organization (and not individual societies or companies) be associated with the league or federation.

TURNOVER BY CO-OPERATIVE SOCIETIES.

"During the past three years the business of co-operative societies was:—

	1917.	1918.	1919.
Produce	£517,582	£698,395	£816,621
Farming requisites, including grain bags	159,276	169,895	164,172
	£676,276	£868,290	£981,093

"The capital requirements of societies seem out of proportion to the turnover when judged by ordinary commercial standards.

"The produce delivered by members to the societies is turned over only once a year and their maximum capital is employed only for four or five months of the year. It must be remembered that societies handle only the produce delivered by members. They do not sell and buy and resell in the manner of a produce dealer.

"This question of capital and turnover may be more clearly understood if the cash credit account of the Central Western Society of Klerksdorp is analysed. This society has a cash credit of £95,000. At the end of May, 1918—that is, the close of the society's financial year—the society

Owed the bank	£ 9,100
During June, 1918, it repaid	650
	£8,450
During July, 1918, it withdrew	8,000
	£16,450
During August, 1918, it withdrew	27,000
	£43,450
During Septemer, 1918, it withdrew	25,000
	£68,450
During November, 1918, it withdrew	20,026
	£88,476
During December, 1918, it repaid	1,607
	£86,869
During January, 1919, it repaid	29,000
	£57,869
During February, 1919, it repaid	10,500
	£47,369
During March, 1919, it repaid	12,000
	£35,369
During April, 1919, it repaid	15,500
	£19,869
During May, 1919, it repaid (Close of financial year)	5,000
	£14,869

"This amount of £14,869 was further reduced to £7,369 by repayments of £1,500 and £6,000 during June and July, 1919.

INSPECTION OF CO-OPERATIVE SOCIETIES.

"The societies established in Natal for which the bank is solely responsible have been regularly inspected by an officer of the bank stationed at Pietermaritzburg.

"The affairs of the Transvaal and Free State societies have not been regularly examined by the bank's officers, owing to shortage of staff. In any case the board does not make a thorough audit of societies' affairs, but employs only one inspector to look into matters which seem to call for special inquiry.

"There is no such thing as a double inspection by officers of the co-operative division and of the bank.

"On the general question of inspection the board, with a wider experience of the matter, is inclined to modify its views as to the necessity for Government officers to make an exhaustive audit of societies' affairs.

"A distinction must, however, be made in the treatment of the old and new societies. The old Transvaal societies were established as the direct outcome of an active propaganda by officers of the then Transvaal Government, who urged farmers to adopt principles which at that time were novel to them.

"The movement had a lot of State backing, and the system of exhaustive audits by Government officers became part of the general co-operative policy.

"Directors and the general body of members undoubtedly place great reliance upon those audits (which are something more than the ordinary commercial audit and might aptly be called advisory audits), and there seems a moral obligation to continue them at all events a little longer. But they should, it is thought, be gradually reduced and finally eliminated; concurrently greater responsibility should be placed on the societies' auditors, and the directors more fully impressed with a sense of their responsibilities.

"With regard to the new societies, they were commenced without much active State propaganda by farmers themselves; they had the experience of the old societies to draw upon, they knew exactly the causes of failure in the past, and they consequently knew what to do and what to avoid. In their case it should, it is thought, be sufficient if officers of the State were to see that the society commenced on right lines and that its books of accounts are properly opened. The whole object should be to encourage independence and self-reliance.

"There appears to be no reason why the central co-operative organizations, which have been established, should not inspect and audit the affairs of their constituent societies.

"The board's views upon this question of inspection are influenced by the fact that a large number of co-operative companies have been successfully established by farmers on limited liability lines which are not subject to audit by Government officers."

THE PROSPERITY OF SALVADOR.

Producing a large share of the foodstuffs necessary to its population, and being favoured by exceptionally large crops and good market prices in the last two years, Salvador is at the present time experiencing the greatest prosperity in its history. In the three years from 1916 to 1918 inclusive the average annual value of exports was $12,800,000, representing a 20 per cent increase over the average value for the preceding three years. The coffee harvest, which is the country's chief crop, is this year estimated at 100,000,000 pounds, an increase of 25 per cent above the average production. Of the import trade, which is about half the value of the exports, Great Britain is second to the United States; while Japan and Chile are securing the trade formerly held by Germany, France, and other European countries. In a report on the industrial development of the country prepared by the Latin-American Division of the United States Bureau of Foreign and Domestic Commerce, it is pointed out that, besides supplying many articles needed for domestic consumption, Salvador is beginning to export certain manufactured goods to neighbouring countries. The output of the local mills consists of cotton and silk fabrics, shawls, scarfs, handkerchiefs, leather goods, fibre goods, furniture of simple construction, musical instruments, cigars and cigarettes, sugar, candy, rum, beer, and lumber. Electric power is obtained from the rivers of the country. It may also be mentioned that Salvador is rich in minerals, having deposits of gold, silver, copper, iron, lead, zinc and antimony. The output of gold constitutes one of the principal exports, and a Canadian company is exploiting the chief gold mines in the country. There are also petroleum deposits.

CANADIAN TOBACCO IN ENGLAND.

By F. Charlan, Chief of the Tobacco Division, Experimental Farm.

II.

FLUE-CURED TOBACCO, VIRGINIA TYPE.

The bulk of the British imports is by far represented by bright tobaccos of the flue-cured type, which at the present time are supplied by Virginia, Carolina and South Africa.

So far the African states have only been able to ship to England the surplus of their crops, what is not required by their home factories. The largest exporter is certainly Nyassaland, and altogether it does not seem that more than 2,000,000 pounds of flue-cured tobacco of the Virginia type comes to England from South Africa. The production of that type of leaf in South Africa may be rapidly increased, but it will take long before it can supply a really large proportion of the quantities required in Great Britain for the manufacture of cigarettes and of pipe tobacco.

In the other hand, especially during the last few years, the prices of the bright leaf bought from the United States has considerably increased, and it is now considered by the British buyers as almost prohibitive. Therefore it seems that the Canadian flue-cured should come on the British market between the South African tobaccos of the same type and the American leaf. After the comparatively small utilizable surplus from South Africa will have been absorbed by the British market, the latter rather than paying the very high prices asked by the American producers will naturally turn his attention to the Canadian flue-cured.

Not only the Canadian leaf comes between South Africa and the United States as far as prices are concerned, but the quality of the samples of the Canadian flue-cured which have been shown to the British manufacturers and brokers has been found intermediate between that of the South African leaf and that of the American leaf. As a rule the African leaf is very bright in colour, but, except for the very top leaves, the texture is rather dry and papery. The Canadian flue-cured shows a lower percentage of really bright leaf, but as a rule has more body, more lustre and is more glossy. However, it is generally a little heavier in texture than the average South African and will be classed more likely in the semi-bright than in the bright. The American leaf, as a rule, combines the qualities of both the South African and the Canadian. While a large proportion of South African leaf will go into the cigarette grades a large proportion of the Canadian leaf will likely be used as pipe tobacco, only a smaller proportion being suitable for the cigarette trade, which requires a leaf as bright in colour as possible and with a rather thin body, but there is in England a sufficiently large demand for tobacco of the semi-bright type to take care of all the possible surplus of Ontario flue-cured.

We must bear in mind, however, that the British market is only interested in tobacco of really bright colour. The ideal is lemon-yellow, and it is the lemon-yellow colour that should be looked for by the Canadian grower. With this end in view there will always be in the average crop enough tobacco of the semi-bright type to take care of all the requirements of the British trade with regard to the latter.

Tobacco too dark in colour or too coarse in texture is not wanted by the British trade. The body is a very important factor; the leaf should be elastic, gummy, rich in colour and glossy in appearance. The top leaves may be a little heavy in texture, but the middle leaves should be very thin. The leaf should be packed in case enough to give the tobacco a chance to mature in the hogsheads or in the tierces, and this will very likely prove the most difficult requirement to meet. While rich and gummy leaf can easily be packed at the proper degree of moisture, that is at less than 14 per cent, and still be able to mature sufficiently to develop the flavour and aroma which are looked for in tobaccos of the bright Virginia type, it will be difficult to obtain the same results with the middle leaves which, as a rule, are thinner and drier.

The only possible solution would be to select for the growing of flue-cured tobacco in Ontario soils of a much different texture than those on which the crops of White Burley are produced. The soil particles should be much finer and, as much as possible, limestone formations should be avoided, as soil containing too much lime is liable to produce tobacco of open texture, which looks coarser, lacks in elasticity and, as a rule, burns less freely than tobaccos with a closer grain. A thorough survey of Ontario soils suitable for the growing of flue-cured tobacco becomes imperative, as it is now recognized, even by some manufacturers, that flue-cured tobacco has been grown too often in this country on soils unsuitable for that type of leaf. Under such conditions, of course, it is impossible to produce a leaf with the required qualities.

With regard to the preparation of the crop for the British trade, what has already been said for the White Burley also applies to the flue-cured tobacco.

While we have been unable to find in Great Britain a tobacco dealer or manufacturer willing to undertake the handling of large amounts of Canadian Burleys, a number of British brokers as well as many manufacturers are ready to buy at once; of course at prices that will compete with what is paid for the same grade of leaf from other sources, any amount of Canadian flue-cured. One manufacturer went as far as to say that he was ready to take care of the entire Ontario crop provided that it be equal in quality to the samples which were shown him; however, he did not name any price. At any rate there will be no difficulty when the Ontario flue-cured tobaccos will be properly graded and packed to find an outlet in England for whatever surplus may remain in the hands of the farmers, as long as the quality can compare with at least that of the South African leaf.

Under those circumstances it seems that, while we must remain in the expectative, as far as the White Burley is concerned, we should endeavour to develop in Canada as rapidly as we can, the growing of tobacco of the flue-cured type wherever suitable soils can be located under favourable climatic conditions. The South African growers have mastered the flue-curing process, and it would be well for the Ontario tobacco growers if they would do the same and be less dependent on flue curers from the South. What has been learned by the South African farmers in a comparatively short time can certainly be learned by the Ontario farmers.

In order to reach the British market the Ontraio farmers should arrive at some kind of organization that may allow them to gather large lots of tobacco. This may be done through farmers' associations, or could be arranged through the co-operation of some of the packers already established in the tobacco-growing districts. There should be first a preliminary grading on the farm, the result of which would be to bring the crops into the condition in which they are delivered by the American growers. This preliminary grading would remove from the crops all the lower grades on which it is necessary to spend as little money and time as possible. If the grading was recognized by the packers as correct the leaf would be practically ready to be packed into the hogsheads after having passed through the redrier that must bring it to the proper degree of moisture; if not, the final grading could be done in the packing house, but this work would be greatly facilitated by the work already performed on the farm.

In order to keep the colour as bright as possible the leaf should never be allowed to remain in too high case. The grading on the farm would give the farmers the advantage of doing that work at the time the leaf is just in the proper condition, and it would not be necessary for the packers to bring the tobacco into pliable condition again in case it has dried up too much. Any artificial means to bring the tobacco back into case after the leaf has dried up will tend to deteriorate the colour.

COLONIAL COMPETITORS.

Whatever may be the prospects in England for Canadian tobaccos, the grower must not overlook the fact that he will have to meet on this market the active competition from other countries, some of which are large producers. Among these are the states of South Africa, India, and the British West Indies.

South Africa has specialized in the growing of tobacco of the Virginia type and, to a smaller extent, of Turkish tobacco. The growing of Turkish types in Canada can hardly be considered from a practical standpoint. Climatic conditions are adverse; as a rule there is too much rain during the curing season, and on the other hand the cost of labour is too high to allow the priming of a leaf of such small size as that of most of the varieties of Turkish tobacco. When it comes to the bright leaf, flue-cured, of the Virginia type, South Africa looms a huge competitor, the more dangerous on account of its cheap labour, and because the growing season is much longer there than in Canada, which gives the leaf a better chance to yellow up thoroughly before being harvested and taken to the curing barn. Therefore the grower of South Africa may expect from his crop a larger proportion of really bright leaf than the Ontario grower. The South African leaf is generally of somewhat smaller size than the Canadian and the yield per acre much lower, but other factors reduce the cost of production to such an extent that it seems difficult for the Ontario farmer to meet the prices of the South African competitor.

India is one of the largest producers of tobacco in the world, and probably comes next to the United States as a tobacco-growing country. For a long time Indian tobaccos have hardly attracted the attention of the British trade, the bulk of the production being used by the natives and very little tobacco exported, or if any it was at an extraordinary low price.

However, during the last few years great progress has been made by the tobacco growers and packers of India and rapidly increasing quantities of Indian leaf are shipped annually to Great Britain.

Perhaps one of the most interesting among the Indian export tobaccos is a type of leaf looking very much like some of the Western Kentuckys, and which is at present brought to England in very large quantities. The leaf is of good size, just a little shorter than our Ontario Burleys, of good texture, rather light in colour, the combustibility good. The aroma is quite loud and at first glance seems too strong to allow using it in large proportions into English mixtures. However, it was found that there is a very large demand for that type of tobacco from the British trade, and the demand seems to be rapidly increasing. Except for their loud flavour they have all the characteristics required of Western Kentucky tobaccos. As a rule the colour is a little lighter, and not only are they used as pipe tobacco but we have learned from reliable sources that some of these Indian tobaccos blend very well indeed, for cigarette mixtures, with tobaccos of the Virginia bright type, in the proportion of at least 25 per cent.

In our opinion that type of Indian leaf, which at present reaches England at the price of 9d. per pound f.o.b., will be in the near future one of our strongest competitors, as it can replace large quantities of Western Kentucky leaf as well as appreciable quantities of flue tobacco of the bright Virginia type.

With regard to cigar tobaccos, so far the specimens received from India have been found very coarse, and the British trade prefers our neutral fillers which represent a better material for blending purposes.

BRITISH WEST INDIES.

This country has hardly begun yet to look upon England as a possible market. For a long time tobaccos from Jamaica have been shipped to England but in negligible quantities. However, the tobacco industry in Jamaica seems to have been reorganized recently with the help of American capital and it will not be surprising if an active propaganda is soon started in England in favour of cigar tobaccos from that British possession where climatic and soil conditions are the nearest to those of Cuba.

CONCLUSIONS.

To sum up, we found in England little demand for White Burley and practically none for the Canadian type. There is a large demand for flue-cured tobacco of the

bright Virginia type, which we are unable to satisfy at present. With regard to our cigar tobaccos the demand is good, but we will have to be careful to ship to Great Britain only tobaccos which will represent as closely as possible the Wisconsin or Connecticut types.

It seems that we will have to increase, as rapidly as we can, our acreage in flue-cured tobacco and to remain for a while in the expectative as far as our White Burley is concerned.

In order to reach the British market it would be necessary for our producers to adopt a form of organization that would render possible the grading of the crops on a larger scale. This can be done through the co-operation of the Canadian packers or through farmers' associations. There are in England many aggressive tobacco brokers who are willing to represent those organizations and to take care of their interests as far as the British market is concerned. One must say that it is through the activities of some of these brokers that the reputation of the South African tobaccos has been established.

REPORT ON BRITISH COLUMBIA TIMBERS BY THE ADVISORY COMMITTEE ON TIMBERS OF THE IMPERIAL INSTITUTE.

The Advisory Committee on Timbers have had under consideration the question of the possibility of increasing the sources of supply for this country of softwoods for carcasing and general constructional purposes.

Increasing difficulty in obtaining abundant supplies of timber of this class at satisfactory prices had been experienced for a considerable period before the war, and there can be little doubt that the difficulties will be enhanced during the reconstruction period and subsequently. Hitherto the bulk of the softwoods (pine, spruce and larch) imported into the United Kingdom has been derived from northern Europe, notably Russia and Scandinavia. The proportion furnished by countries of the British Empire has been comparatively small.

It is probable that the softwoods required by this country will continue to be imported in largest part from Europe, but in view of the destruction of valuable forests during the war, and the serious depletion of standing timber in Scandinavia during the last fifteen to twenty years, the situation is uncertain. The committee have also taken into account the probability that the premier position held by the United Kingdom in the north European timber markets may be affected by the fact that certain countries, hitherto largely self-supporting as regards timber, will be compelled to enter those markets as competitors with the United Kingdom in consequence of the depletion of their forests for war purposes.

The question of new sources of supply is therefore one of great importance to this country. For many years relatively little assistance can be anticipated from the woodlands of the United Kingdom. Apart from the possibility of obtaining limited supplies of non-coniferous softwoods from certain tropical colonies, the main sources from which new supplies of softwoods are to be looked for are Russia (including Finland) and Canada. In the case of Russia the position is complicated by the political situation. An investigation of the prospects of timber development in this country is outside the scope of the committee, but it may be mentioned that at the present time Russia would appear to be a negligible factor in the situation. The committee therefore are of the opinion that the present reconstruction period offers an exceptional opportunity for the Canadian exporter to enter the British market, and that now and subsequently the United Kingdom should look to the Dominion of Canada for a largely increased proportion of her imports of softwoods.

The production of timber in Canada has much increased during the last twenty years, but owing to the proximity of the market, the greater part of the increased

export has been taken by the United States, while the trade with the United Kingdom has remained comparatively small. Canadian timbers, however, are well known in this country, more especially in the northern and western districts, London and the eastern and southern counties being largely supplied with timber from the Baltic.

In this connection the committee note with interest that arrangements have been made by the British Government for the purchase of a large amount of British Columbia timber (Douglas fir) for use as railway sleepers and for other purposes in this country. The experiment will be watched with much interest by the trade and others.

Reference may here be made to the chief difficulties which hitherto have militated against the success of Canadian timbers in competition with European sorts in this country.

(*a*) The most important is freight. In the case of British Columbia timbers this forms a particularly heavy handicap. Roughly speaking the rates from British Columbia ports (by sailors) to this country before the war were £7 per standard as compared with 32s. 6d. to 37s. 6d. per standard from White Sea ports; 20s. to 25s. per standard from Baltic ports; and 35s. to 40s. per standard from the St. Lawrence. Improved conditions, however, may perhaps be anticipated from the opening of the Panama Canal, and from the building of special ships for the British Columbia timber trade. Further, in spite of the handicap of freight, certain specifications of British Columbia timber have in the past competed successfully with those from Europe, and there would appear to be no special reason why the position should not be improved.

(*b*) *Finance and distribution.*—Baltic timber is likely to compete successfully with Douglas fir for most purposes, for the following reasons: Baltic timber is sold to the trade in this country in cargoes or parcels through agents here who give the usual facilities, i.e., four months' draft. The buyer is able to buy as a rule in the spring, shipments coming in two or three months after purchase. Exporters of Douglas fir labour under the disadvantage that tonnage is not always readily obtainable, and that if obtainable it has to be taken up some months before ship arrives at port of loading.

There is then a four or five months' voyage for the vessel, or if a steamer, six weeks. The demand to be cultivated most is that for square timber, for which article, however, the price is very much regulated by the figures current (cost, freight and insurance) for pitch-pine from United States of America Gulf ports. If shippers from Western Canada through their agents will give the usual credit terms current in the wood trade in Europe to buyers of Douglas fir, it would help to diminish the handicap which the distance from Europe naturally puts upon this article. The main difficulty is that the European demand is such a small percentage of the wood that goes through the British Columbia mills that mill owners have not found it worth while to deviate from the usual terms on the Pacific Coast for the bulk of their business, which is for cash against documents. The Baltic shippers are also well represented in this country by their own agents who study closely the requirements of the markets. The committee understand that in recent years Canadian firms have shown more enterprise in appointing regular agents in this country, and they believe that a wider application of this system would advance the interests of the Western Canadian trade.

(*c*) *Condition and Specification.*—It is a matter of personal knowledge to members of the committee that Douglas fir has frequently arrived in this country in poor condition. The defect is chiefly to be attributed to the shipment of unseasoned timber, resulting in discolouration and other faults arising from the length of the voyage. It is most desirable that measures should be taken by Canadian exporters to minimize these defects by proper seasoning before shipment, since in Baltic timber the Canadian product competes with an article of good quality, carefully sorted and in good condition.

These fall into two groups, viz., those derived from the eastern and east-central provinces, and those from British Columbia. The present report deals with British Columbia timbers. Evidence has been taken from various persons acquainted with timber both in this country and in Canada.

The committee are of the opinion that the following British Columbia timbers, viz., Douglas fir, British Columbia Tideland (Sitka) spruce, and Western hemlock are well adapted to the requirements of consumers in the United Kingdom and that, if adequate measures are taken to bring them more prominently to the notice of architects, merchants and other users, these timbers are likely to obtain a better position in this market.

The timbers are dealt with in detail below:—

1. *Douglas Fir* (*Pseudotsuga taxifolia,* Britton=*P. Douglasii,* Carr). This timber (also known as British Columbia pine, yellow fir, red fir, etc., and as Oregon pine when obtained from America), is essentially a structural timber suitable for use in this country as a substitute for American "pitch-pine" (its chief competitor in the United Kingdom), and Baltic red fir. It is of special value on account of the large dimensions in which it can be obtained. Baulks 100 feet and over in length and 2 feet square in section can be obtained if necessary. The durability of the timber and its resistance to decay should render it useful for railway cars and sleepers, piling, bridge and trestle timbers, general building purposes, and for construction generally.

British Columbia Douglas fir is said to be highly valued in Western America for railway sleepers, and, as stated above, arrangements have been made for extensive trials for this purpose in this country.

Experience with Douglas fir for wood paving has been gained chiefly in the United States and Canada. Trials on a scale sufficiently large to be of practical value might usefully be carried out in this country with a view to comparing the timber with the European softwoods already in use for this purpose. For successful competition with these latter softwoods, however, it is essential that the Douglas fir should be of satisfactory and uniform quality, regularly available in large quantities and of guaranteed accuracy as regards measurements.

Douglas fir should should find a wider application in this country for joinery and general internal work. The timber is stated to make an excellent flooring material when sawn edge-grain, and to wear long and evenly without splintering. On account of its general qualities, strength and ease of working, it should be found suitable for floor beams, rafters and joists; and for doors, sashes, and other joinery. As veneers for inside finishing purposes Douglas fir is also regarded as possessing special qualities, notably the striking grain, hard surface, resistance to warping, shrinking or swelling, and its ability to take stains.

Quality and grading.—The committee are of the opinion that only the best quality timber from the coast region should be exported to this country. Timber from the eastern regions of the province, second-growth timber and that from the very old trees is liable to be coarse-grained and red in colour and is unsuitd for export.

Douglas fir usually arrives in this country well seasoned and in satisfactory qualities, but occasionally "woolly" and wide-ranged pieces are received. The committee understand these faults are, if anything, less frequent in British Columbia than in American Douglas fir (Oregon pine). More care, however, should be taken in the conversion of the timber, wany edges, faulty sizes, and other defects being avoided. The reported "failures" of British Columbia Douglas fir have been due most probably to use of inferior timber.

As regards grading, Douglas fir has hitherto been graded under the rules of the West Coast Lumber Manufacturers' Association (Seattle) under the four classes of "Clears," "Selects," "Merchantable" and "Commons."

2. *British Columbia Hemlock, Western Hemlock (Tsuga heterophylla, Sargent).* This timber has been marketed in Great Britain as Western hemlock fir and Prince Albert fir. It is regarded as much superior to Eastern hemlock (Tsuga canadensis), from which it is distinguished by its straight grain ease of working and freedom from shake and warp. The wood is nearly white, of fine straight grain, soft, light (32 pounds per cubic foot kiln-dried), strong, easy to work and of good appearance. It needs paint or preservative when exposed to the weather.

The committee consider that this timber, though not so strong as Douglas fir, would find a market in this country. It would be found suitable for framing and shelving, and for flooring when cut edge-grain (rift-sawn) and used in dry places. On account of its appearance, smooth and comparatively hard surface and ability to take paints and stains, it would be useful for interior finishing; it should also be of value for the cabinet trade. On account of its strength and lightness and capacity for holding nails well the timber would be useful for boxes and packing cases.

Western hemlock has long been used in Canada for elevators, grain bins, and stables, for which it is especially suitable. It is also stated to be satisfactory for marine piling, and has been used in conjunction with Douglas fir in harbour improvements at Toronto; and to a limited extent in bridge and trestle building.

3. *British Columbia Spruce (Picea sitchensis, Trautv. and Mey.)* This timber, also known as Sitka spruce, tideland spruce, etc., is tough and strong, elastic, light (26 pounds per cubic foot kiln-dried), of straight even grain, non-resinous, and does not warp. It is soft and easily worked and when nailed does not split; it takes paints and stains well. British Columbia spruce has come into great prominence for aeroplane construction, for which purpose the best qualities are probably unsurpassed. The less expensive qualities should be well suited for many building purposes, e.g., framing and shelving; and for sashes, doors, panelling and sink boards. British Columbia spruce is well known as a first-class wood for oars and paddles. Its lightness nailing qualities and absence of taste would make the wood particularly useful for boxes, especially for packing foods.

The timber would also appear to be well adapted for use in the manufacture of piano sounding boards on account of its straight, fine grain, and resonant qualities, and the large clear sizes in which it is obtainable.

USAGE OF BRITISH COLUMBIA TIMBERS IN THE UNITED KINGDOM.

Mechanical tests and practical trials.—The advice of the Imperial Institute has been sought by the Forest Products Laboratories of Canada as to the best means of bringing to the notice of architects and others in this country the results of the tests of Canadian timbers carried out by the Forest Products Laboratories. The committee have advised on this point and made suggestions as to the methods of recording the tests in question. The committee are also aware of the tests carried out in the United States on American-grown samples of timbers occurring in British Columbia. It was considered desirable, however, to carry out further tests under the conditions obtaining in this country and to conduct corresponding tests with certain European timbers for purposes of comparison.

Arrangements were therefore made for H.M. Office of Works to carry out practical trials and mechanical tests on British Columbia fir, British Columbia spruce and British Columbia Western hemlock, with a view to placing these timbers in the official specifications of the Office of Works if the results proved satisfactory. The necessary timber for the trials was kindly supplied by the British Columbia Government at the request of the Imperial Institute. The practical trials include the construction of articles of joinery, and must necessarily extend over a considerable period of time in order to test the behaviour of the woods in this country. So far, the joinery made from British Columbia Douglas fir appears to be quite equal to that made from Petersburg fir.

The mechanical tests were carried out for H.M. Office of Works at the National Physical Laboratory, and for purposes of comparison, Petersburg fir, Christiania spruce and English oak were submitted to similar tests.

The general conclusion to be drawn from the tests is that British Columbia timbers may be regarded as equal if not superior in strength to European timbers. Assuming the material used in the tests to be representative, it is safe to say that, when used in building construction, British Columbia timbers may be from 10 per cent to 15 per cent smaller in size than corresponding European timbers, taking into account the usual factors of seasoning grain, knots, and general quality.

British Columbia Douglas fir, silver spruce and Western hemlock are obviously well suited for general construction and other purposes in this country, and if imported in increased quantities and of satisfactory quality would form valuable additions to the supplies of softwoods at present available. The committee recognize, however, that the extended use of these (and other Canadian timbers) in the United Kingdom depends chiefly upon the prices at which they can be delivered. In this question the determining factor is the cost of freight as compared with timber obtained from the Baltic. The outstanding advantage of British Columbia timber (notably Douglas fir) is the exceptional dimensions in which it can be supplied. The special prices which will be paid for timber of exceptional dimensions will probably enable certain British Columbia woods (e.g. Douglas fir) to find a market here in spite of high freights; timbers of smaller sizes, however, can be obtained more cheaply from the Baltic. As regards spruce and Western hemlock, the position is essentially the same, namely one of price. There will always be a relatively restricted special demand for best quality spruce in virtue of its specific qualities, and this demand will probably increase with the growth of the aeroplane industry. For ordinary purposes, however, the use of the wood will be regulated by its cost as compared with Baltic timbers and and it is doubtful if the average and lower grades of the timber can be profitably exported to the United Kingdom.

The committee are informed that the Great Eastern Railway Company (among other railway companies) propose to carry out trials with British Columbia sleepers which have been obtained by the Railway Executive Committee.

A special exhibit of British Columbia timbers and manufactured material prepared by the Forest Branch of the Ministry of Lands of British Columbia is arranged in the Canadian Court at the Imperial Institute. Any inquiries in regard to these timbers will be dealt with.

(Signed) H. D. Searles-Wood,
Chairman.

BRANCH FACTORIES FOR THE MANUFACTURE OF TRUCKS IN CANADA.

The National Automobile Chamber of Commerce of the United States, at the suggestion of the Dominion of Canada Bureau of Information, sent a circular to their members asking if any of them desired to establish branch factories in Canada for the manufacture of trucks. Ten members of the association replied that they were considering the establishment of branch factories in Canada and would be glad to get in touch with any Canadians who may be interested. Replies may be addressed to the National Automobile Chamber of Commerce, 366 Madison avenue, New York city.

MARKET FOR CANNED MILK IN CHINA.

Trade Commissioner C. C. Batchelder writes in the *United States Commerce Reports* of the increasing use of canned milk among the Chinese upper and middle classes and to a limited extent among the coolies, inasmuch as cattle are not milked in China proper. The price varies widely, usually from 30 to 40 copper cents per can (138 copper cents to a silver dollar, a gold dollar equalling $1.37 in silver).

DEMAND FOR CERTAIN PRODUCTS IN GREECE.

The issue of *France-Europe Orientale* for August 15, 1920, states that there is a demand in Greece for textile machines, sewing machines, motor trucks, chemical products, gramophones, and moving-picture films. It is reported that about 300,000 metres of moving-picture films can be sold annually in Greece. Before the war the greater part of the moving-picture films employed in Greece were French, but difficulties of communication gave the advantage to the United States.

CANADA AND THE BRITISH WEST INDIES.

By Watson Griffin.

XV.

The Colony of Jamaica.

Jamaica, the largest of the British West Indian islands, is about 1,000 miles west of Barbados and between four and five degrees farther north, the latitude being between 17° 43′ and 18° 32′ N., about the same latitude as the Virgin islands.

In thinking about the island of Jamaica it is necessary to constantly bear in mind the fact that as the elevation increases the temperature lowers. The average annual mean temperature is about one degree cooler at an elevation of 300 feet than at sea level; 1·7° cooler at 500 feet; 3·5° cooler at 2,000 feet; 8·5° cooler at 2,500 feet; 10·1° cooler at 3,000 feet; 11·7° cooler at 3,500 feet; 13·3° cooler at 4,000 feet; 14·8° cooler at 4,500 feet; 16·4° cooler at 5,000 feet; 17·8° cooler at 5,500 feet; 19·3° cooler at 6,000 feet; 20·8° cooler at 6,500 feet; 22·3° cooler at 7,000 feet; and 23·1° cooler at 7,300 feet.

All these elevations are to be found in Jamaica, the highest point being the Blue Mountain Western peak, 7,388 feet above sea level.

In the total area of 4,207⅛ square miles an area of 2,217½ square miles lies at elevations varying from sea level to 1,000 feet, the greater part of this zone having a considerable elevation above the sea level. In the zone having an elevation of from 1,000 to 2,000 feet above sea level there is an area of 1,452⅜ square miles, equal to about two-thirds the total area of the island of Trinidad. In the zone having an elevation from 2,000 to 3,000 feet above sea level there is an area of 400 square miles larger than the whole of Dominica and more than three times as large as Barbados. In the zone having an elevation between 3,000 and 4,000 feet there is an area of 74 square miles, considerably greater than the whole island of St. Kitts. In the zone having an elevation of from 4,000 to 5,000 feet there is an area of 39 square miles, equal to the whole island of Montserrat, while at still higher elevations there is an area of 24 square miles.

Visitors to Jamaica who visit only one section of the island can get no adequate conception of the climate or the great variety of its productions. In the higher levels the heat is never extreme, and it is remarkable that the range of temperatures—that is the difference between the maximum and minimum temperatures—is less at heights


JAMAICA
HANOVER
ST. JAMES
TRELAWNE
CORNWALL
ST. ANN
WESTMORELAND
ST. MARY
ST. ELIZABETH
MIDDLESEX
ST. CATHERINE
SURREY
PORTLAND
MANCHESTER
Mandeville
CLARENDON
ST. ANDREW
Kingston
ST. THOMAS
MONTEGO BAY
FALMOUTH
RIO BUENO
DUNCANS
ST. ANN'S BAY
OCHO RIOS
PORT MARIA
ANNOTTA BAY
BUFF BAY
HOPE BAY
PORT ANTONIO
Dry Harbour
Pedro
Montague
District
Guy's Hill
Mt. DIABLO
Bull Head
MANCHIONEAL
BLACK RIVER
Carpenters mounts
ALLIGATOR POND
MILK RIVER
CARLISE BAY
SALT RIVER
PORT ROYAL
MORANT BAY
PORT MORANT
MORANT POINT

ranging from 500 to 7,000 feet than at sea level. At an elevation of 2,500 feet there is only a difference of 12 degrees between the highest and the lowest temperatures, the maximum temperature being 76·7° and the minimum 64·7°. Compare this with the range of temperatures in the prairie country of Western Canada, where it is not uncommon to have temperatures as low as 40° below zero in winter and 90° above zero in summer, a range of 130 degrees.

Residents of the lowlands who can afford to do so usually spend a few weeks every year in the highlands, just as Canadians and Americans take holidays at the summer resorts of Canada. There are good hotels at Mandeville, Moneague, and other highland resorts.

THE RANGE OF TEMPERATURES.

I am indebted to Mr. Maxwell Hall, for many years at the head of the Jamaica meteorological service, for the following table of temperatures at various elevations:—

Elevation above Sea-level. Feet.	Mean. °	Maximum. °	Minimum. °	Range. °
0	78.8	87.5	70.8	17.6
500	77.1	85.1	69.8	15.3
1,000	75.3	82.8	68.6	14.2
1,500	73.6	80.6	67.4	13.2
2,000	72.0	78.6	66.1	12.5
2,500	70.3	76.7	64.7	12.0
3,000	68.7	74.9	63.3	11.6
3,500	67.1	73.2	61.7	11.5
4,000	65.5	71.6	60.1	11.5
4,500	64.0	70.1	58.5	11.6
5,000	62.4	68.8	56.8	12.0
5,500	61.0	67.5	55.0	12.5
6,000	59.5	66.3	53.1	13.2
6,500	58.0	65.2	51.2	14.0
7,000	56.5	64.3	49.3	15.0

VARIATION IN RAINFALL.

The rainfall varies as much in different parts of Jamaica as the temperature. Some sections are dry while others have a heavy rainfall, but taking the island as a whole it usually has an ample rainfall. But even the driest districts could be irrigated, for there are water supplies at no great distance in mountain springs and rivers coming down from the mountains. The Surveyor General of Jamaica told me that by means of irrigation a very large area now too dry for successful cultivation could be made highly productive.

THE LAND SUITABLE FOR CULTIVATION.

Sir Daniel Morris, who was for a number of years at the head of the Jamaica Department of Agriculture, said in 1897: "Of the total area of 2,692,480 acres about 80,000 acres, equal to 2·97 per cent, are estimated to be occupied by swamps and rocky or other useless lands. Of the estimated area of cultivable land 2,340,412 acres are in private hands, while in that of the Crown there are approximately 272,068 acres. Nearly one-half of the estimated area of the cultivable land in the island is at or above 1,000 feet elevation. The estimated area covered by forest is 330,000 acres, equal to 12 per cent of the whole area. As only a portion of this can with safety be cleared, the estimate of cultivable land above given should be reduced by about 300,000 acres. There are now beneficially occupied in cultivation 693,674 acres, or a little more than one-fourth of the whole cultivable area."

That was many years ago and conditions are somewhat different now, but the estimate of Sir Daniel Morris regarding the area of land suitable for cultivation may be accepted as accurate, as he had not only scientific knowledge of agriculture but also every opportunity for investigation.



Climbing a tree for cocoanuts.



A grove of cocoanut trees.

GREAT INCREASE IN CULTIVATED AREA.

Since Sir Daniel Morris made his report the area of cultivated land has greatly increased and is now approximately about one million acres. The areas of land devoted to different crops of course vary from year to year, but the following statement of the acreage devoted to different products in 1913, the last year before the war, will give an idea of the character of Jamaica products under normal conditions:—

	Acres.
Common pasturage	430,064
Guinea grass	152,527
Pimento and common pasture	72,766
Pimento alone	17
Ground provisions	99,637
Bananas	81,071
Sugar cane	31,753
Coffee	22,275
Cocoanuts	17,377
Cacao	11,236
Oranges	1,715
Tobacco	969
Corn	504
Ginger	253
Cassava	165
Cotton	121
Tea	100
Rice	80
Arrowroot	20
Rubber	17
	922,633

I have heard it said that the remarkable increase in the production of bananas in Jamaica has been at the expense of other industries. Frequently the opinion was expressed that everything was being sacrificed to bananas, but inquiry at the time of my visit to the island in 1914 showed that while the area devoted to bananas had increased by 48,398 acres within ten years, that is over 148 per cent, the only important products that had decreased in acreage were ground provisions or vegetables. The area devoted to ground provisions in 1904 was 109,637 acres, while in 1913 it was only 99,637. The area devoted to sugar increased 7,330 acres or over 29 per cent, during ten years, the area devoted to cocoanuts 7,000 acres or about 67 per cent, the area devoted to cacao 4,704 acres or over 71 per cent. The tobacco acreage was nearly three times as great as it was ten years before. The orange acreage had increased over 21 per cent, the cotton acreage about 20 per cent, and the ginger acreage about 37 per cent, while the cultivation of tea had been successfully started. I was told very positively that coffee trees had been sacrificed to bananas, yet I found on investigation that the coffee acreage was actually 796 acres greater in 1914 than it was in 1904. However, the coffee acreage increased over 29 per cent between 1904 and 1907 and thereafter showed a steady decrease until in 1913 it was little greater than in 1904. The explanation appears to be that during the three years of rapid increase young coffee trees were being planted and that old coffee trees were afterward cut down. Some of the coffee trees were very old. An important new industry is the extraction of essential oil from the rind of oranges. It is evident that Jamaica is steadily and rapidly increasing its production. The figures for the period immediately before the war are a better indication of normal conditions than more recent figures would be.

TEA GROWING IN JAMAICA.

At Claremont, Jamaica, there is a fine tea plantation with a well equipped plant for preparing and packing the tea. The tea produced is of very fine quality. It commands good prices in England and this experiment in tea growing has proved very profitable. The manager told me he believed there were thousands of acres of land in the highlands of Jamaica as well suited for the production of tea as any lands in Ceylon.



The top of a cocoanut tree.

THE REMARKABLE INCREASE IN BANANAS.

The wonderful increase in banana production is attributable to the enterprise of the United Fruit Company in establishing a really first-class service of fruit steamers between Jamaica and Atlantic seaports of the United States, and guaranteeing to buy bananas if the planters and peasant proprietors would produce them. This company gives a very frequent service of fast fruit steamers from Kingston, Port Antonio and Port Maria.

JAMAICA'S PIMENTO.

Pimento is a Spanish word which means pepper. Pimento is, in fact, Jamaica pepper, but it is known in every Canadian kitchen as "allspice." Jamaica is the only country that extensively produces "allspice," and it exported in 1913 13,561,200 pounds of which less than 2 per cent was shipped from Jamaica to Canada. How much came to Canada by way of the United States and England is uncertain, as the Canadian Trade and Navigation returns include pimento with spices. Pimento, or "allspice" is as exported, a small dry berry resembling black pepper in appearance. Pimento trees and pasture go together in Jamaica, and an estate devoted to pasture and pimento is known as a pen.

TWO THOUSAND MILES OF GOOD ROADS.

Jamaica has about 5,000 miles of roads, of which about 2,000 miles are main roads declared to be suitable for motor cars. They are wide and well constructed. Considering the high levels reached by some of these roads the grades are remarkably moderate. To avoid steep grades in constructing wide driving roads suitable for a double line of traffic to the great heights reached by a number of the main roads it is necessary that the roads shall be winding, but this serves to bring them in touch with large areas of land suitable for cultivation.

Such a system of roads undoubtedly facilitates production and encourages the development of the great natural resources of the island. These roads also offer great attractions for tourists on accout of the wonderful beauties of scenery as they wind beside swift flowing rivers, over plains, low hills and high mountains at various elevations with changing views at every turn.

JAMAICA'S DEPENDENCIES.

Jamaica has two groups of island dependencies, the Cayman islands, lying to the northwest between 19° 16′ and 19° 45′ north latitude, and the Turks and Caicos islands lying to the northeast between 21° and 22° north latitude.

The Cayman islands consist of Grand Cayman, 17 miles long and from 4 to 7 miles broad, Little Cayman, 9 miles long 1 mile broad, and Cayman Brae, 10 miles long and one mile broad. The two smaller islands produce large quantities of cocoanuts, while in Grand Cayman the people raise horses, cattle, pigs and poultry and catch turtle. In all three islands sailing vessels are built of native woods and Grand Cayman exports small quantities of dyewoods, mahogany, cedar and other timber.

The Turks are a group of nine tiny islands, the largest of which are Grand Turk with an area of 10 square miles and Salt Cay having an area of 5½ square miles. The Caicos islands, seven in number, lie to the northwest of the Turks. The chief industry of the Turks and Caicos islands is salt gathering. There are about six hundred acres of salt ponds and it is estimated that they produce about 4,000 bushels of salt per acre annually.

PRINCIPAL EXPORTS OF JAMAICA.

Following is a list of the principal exports of Jamaica: Annatto, beeswax, cacao, cocoanuts, coffee, divi divi, bananas, grape-fruit, oranges, ginger, hides, honey, horses and mules, limejuice, logwood extract, pimento, rum, sugar, skins (goat), tobacco (cigars, cigarettes, leaf), tortoise shell, turtle, wood (bitter, fustic, logwood), yams.

INCREASE OF CHILIAN CONSULAR FEES.

(British Board of Trade Journal.)

The rates of Chilean consular fees established by the Law No. 2208 of 1909, which were increased by 50 per cent in 1916, have now been further increased by a law which has recently passed the Chilean Legislature. In general the fees are now levied at double the rates laid down in the 1909 law, but there is a special increase on the dues on national shipping, and the fees for visa of bills of lading and for certification of invoices (see note below) have been increased by 150 per cent. A new provision has been inserted requiring all foreign (non-Chilian) merchant vessels over 3,000 tons net registered tonnage to pay, in addition to other consular fees laid down, 1 centavo for every ton in excess of 3,000.

Note.—Under the new law, the fees for consular certification of invoices of goods sent to Chile are as follows:—

Certificate on four copies of the invoices which must be presented to Chilean Customs Houses for the clearance of any kinds of goods—when the value does not exceed 200 pesos (£40)..	5 pesos (£1)
If the value exceeds 200 pesos (£40), 1½ per cent extra is to be paid for the excess.	
For each extra invoice..	1½ pesos (6s.)

Goods sent by parcel post must also be accompanied by a certified invoice. It is understood, however, that invoices for parcels of less than £5 in value will be certified free of charge.

The fee for consular visa of bills of lading for goods destined for Chilean ports is, under the new law, increased from 75 centavos to 1½ pesos (from 3s. to 6s.) per copy.

VALUE OF CURRENCY OF INVOICE.

Referring to Memorandum of Customs No. 2410-B, dated July 22, 1920 [published in *Weekly Bulletin* No. 862, page 391], the following provisions of paragraph 1 of the said memorandum apply to invoices of goods exported from Great Britain to Canada, viz:—

> "The fair market value of the goods when sold for home consumption in the principal markets of the country of export as of the date of export should always be shown in the terms of the standard coins of the currency of the country of export, whether this standard be gold or silver, and regardless of whether transactions in specie actually take place or not. If payments of specie have been suspended and the business of the country of export is carried on in a paper currency, the home market value of the goods exported may be shown in terms of the paper currency, provided the value of the paper currency in relation to the standard coins be also shown. The governing value of the goods for duty purposes is the home market value in the terms of the standard currency of the country of export."

The standard currency of Great Britain is the gold sovereign.

Invoices of shipments from Great Britain in which the fair market value as sold for home consumption is shown in terms of gold sovereigns may be accepted for customs entry.

If payments of specie have been suspended and business in Great Britain is carried on in a paper currency, collectors may accept invoices showing the home market value in terms of the paper currency, provided the relative value in gold sovereigns be also shown, the latter value to be taken for customs duty purposes.

[Vide Memorandum of the Department of Customs No. 2424-B, dated September 28, 1920.]

MEAT AND CANNED FOODS ACT AND REGULATIONS.

Attention is directed to the provisions of the Meat and Canned Foods Act and to the regulations established thereunder by Order in Council of May 15, 1920:—

That the word "carcasses," as used in the regulations, means carcasses of cattle, swine, sheep, goats, game or poultry; and that the words "portions" and "product" cover soups of all kinds which contain animal products and all poultry products put up in cans or other containers. (Section 1.)

That section 24 deals with the marking of receptacles and packages with the full name of the packer or of the first dealer and also with the true description of the contents of the package. That section 28 requires proper certificates of inspection to accompany certain edible and inedible foods intended for export out of Canada, the original copies of such certificates to be attached to the export entry form B-13, and that no export entry shall be executed by the customs accounting for carcasses, portions or products thereof coming under the Meat and Canned Foods Act, unless accompanied by the required certificate. That section 33 contains exemptions in connection with the exportation of sausage casings, game, dressed poultry, pork and beans, and mincemeat.

That, under section 34, collectors of customs shall not clear any importation of carcasses, portions or products, unless such importation is covered by one of the required certificates, which certificates are to be attached to the B-1 entry form and forwarded to the Commissioner of Customs.

That the provisions of these regulations, with regard to export, shall not apply to shipments from any one of the three provinces of Nova Scotia, New Brunswick, and Prince Edward Island to any other of the said three provinces.

That collectors of customs shall see that the requirements of these regulations are fulfilled and shall report any infractions of the provisions of such regulations to the Minister of Agriculture.

[Vide Memorandum of Department of Customs No. 2425-B, dated September 30, 1920.]

INVOICE REQUIREMENTS AND CONSULAR REGULATIONS OF OTHER COUNTRIES.

Cyprus.

The Acting Chief Secretary to Government, Cyprus, furnishes the following information, obtained from Mr. W. J. Mackay, Chief Collector of Customs, with reference to invoicing shipments of goods to Cyprus:—

1. Formerly an ordinary invoice from the firm was considered sufficient for customs purposes, but now that Law XIII of 1920 has been enacted granting preferential rates to the British Empire, Dominions and Protectorates, certified invoices will be required.

2. The certificate (or declaration) should be signed by the producer or manufacturer, when possible, but when this cannot be done the exporter should sign the necessary certificate. It is not necessary for these declarations to be furnished by Government.

3. There are no special regulations respecting bills of lading or marking of packages.

4. The description and value of the goods should be shown on postal (customs) declaration attached to parcel and invoice with declaration as in paragraph 2 should accompany the parcel in order that the preferential rates may be allowed to the addressee at the time the parcels are dealt with at the post office.

Note.—The declarations as to country of origin required on invoices for goods to be entered under the Cyprus preferential tariff are similar to those required in the United Kingdom.

Siam.

The British Consul General, Bangkok, Siam, furnishes the following information with respect to invoice requirements for the exportation of goods to Siam.

Invoices for all goods should show separate values for each kind of goods, also separate weights and quantities, preferably in metric figures. The invoices should state plainly whether value is f.o.b. or c.i.f.

It is not necessary to furnish invoices or certificates signed by a consul of Siam.

Certificates showing origin of goods are not necessary. Customs declarations made in Siam must show "country of consignment," i.e., country where the last commercial transaction, prior to importation into Siam, took place. Therefore, Canadian goods passing to Siam without intermediate change of ownership should have Canadian documents.

There is no special regulations affecting bills of lading.

Customs regulations at present do not require that packages shall be marked, but it is the general rule elsewhere, and will ultimately be so here, that all goods must bear identifying marks not peculiar to Canadian goods.

Parcels by post are examined by the customs before delivery from post office custody. If duty is chargeable the customs collect the duty before delivery.

All documents required by the customs, other than invoices and particulars of weight, are lodged by the importer and do not affect the Canadian exporter.

BRITISH MALAYA'S £170,000,000 TRADE.

(*British Export Gazette.*)

It has hitherto always been difficult to ascertain the full extent of the trade of that portion of the Malay Peninsula which is under British administration because of the lack of co-ordination on this matter among the various States. Such co-ordination has now for the first time been attempted, and the result is to show that the total imports amounted in 1919 to no less than £73,464,900, against £59,067,100 in the previous year, while the exports were valued at £94,696,900, compared with £67,447,900. That is, the complete trade, imports and exports, of these States approaches the huge sum of £170,000,000 per annum. Naturally, a very large proportion of this trade is transacted with the Dutch East Indies and Siam, imports from those countries amounting to nearly £33,000,000, while only a little over £8,000,000 is credited to the United Kingdom. But many British goods enter the Malay market through Hongkong, India and Burma, while Australia and New Zealand furnish supplies to upwards of £3,500,000.

DECLINING SHARE OF JAPAN IN MALAY IMPORTS.

By the way, Japan's participation in the import trade of British Malaya, instead of leaping forward as it has done in so remarkable a way in other eastern markets, actually showed a decline in 1919 when compared with the previous year, being only £4,237,000, against £5,990,000.

WHAT DOES MALAYA BUY?

When we come to consider what are the most active import lines of British Malaya, we find that after cotton goods, which in 1919 were imported to over £5,000,000, the most prominent are machinery (£1,269,000); hardware and cutlery (£955,600); motor cars and motor cycles (£619,000); tools and implements (£275,500); corrugated iron (£102,250); steel (£298,400); also fancy and sporting goods, paints and varnish, stationery, and earthenware and crockery. Among foodstuffs, condensed milk is imported to the huge sum of £1,270,000, and biscuits to £136,000. Altogether, the new trade statistics now available reveal the Malay States under British administration as a remarkably fine market of wide scope and progressive character.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in Western Division and at Public Elevators in the East; also U.S. Atlantic Seaboard Ports.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending October 1, 1920.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
Fort William—	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
C. P. R.	510,183	20,203	72,672	.....	94,872	697,930
Empire Elevator Co.	Now operating under a Private Terminal Elevator license.					
Consolidated Elevator Co.	601,758	16,221	15,926	44,177	348	678,430
Ogilvie Flour Mills Co.	314,900	10,436	76,633	.....	13,958	415,927
Western Terminal Elevator Co.	483,689	20,857	12,757	25,591	975	543,869
G. T. Pacific	279,161	64,016	22,446	35,294	8,071	408,988
Grain Growers' Grain Co.	805,445	142,776	111,435	.....	33,259	1,092,915
Fort William Elevator Co.	239,975	50,184	41,623	18,343	38,514	388,639
Eastern Terminal Elevator Co.	Now operating under a Private Terminal Elevator license.					
Northwestern Elevator Co.	390,709	50,564	122,079	44	1,134	564,530
Port Arthur—						
Port Arthur Elevator Co.	592,841	85,982	106,417	1,158	12,618	799,016
Sask. Co-op. Elevator Co.	776,922	14,603	17,686	58,692	8,044	875,947
Canadian Government Elevator	177,003	76,677	14,926	84,372	5,824	358,802
Thunder Bay	Now operating under a Private Terminal Elevator license.					
Davidson and Smith	6,653	985	1,067	.....	422	9,127
Eastern—Richardson	Now operating under a Private Terminal Elevator license.					
Total Public Terminal Elevators....	5,179,239	553,504	615,667	267,671	218,039	6,834,120
Total Private Terminal Elevators..	1,151,216	232,876	116,471	62,214	14,745	1,577,522
Saskatoon Can. Govt. Elevator..	10,714	8,517	181	1,654	.....	21,066
Moosejaw Can. Govt. Elevator.	118,497	23,779	.....	1,121	5,554	148,951
Calgary Can. Govt. Elevator.	20,693	43,377	4,865	29	154	69,118
Vancouver, Can. Govt. Elevator.	858	594	.....	.....	.....	1,452
Total Interior Terminal Elevators..	150,762	76,267	5,046	2,804	5,708	240,587
Depot Harbour			None	in store.		
Midland—						
Aberdeen Elevator Co.	2,100	.....	.....	.....	.....	2,100
Midland Elevator Co.			None	in store.		
Tiffin, G.T.P.			"	"		
Port McNicoll	786,538	200	.....	.....	.....	786,738
Collingwood	.....	.....	.....	.....	.....	.....
Goderich—	.....	.....	.....	.....	.....	.....
Elevator and Transit Co.	18,032	2,699	.....	26,659	.....	47,390
West. Can. Flour Mills Co., Ltd.	105,146	.....	.....	.....	.....	105,146
Toronto—						
Campbell Flour Mills Co.	5,344	14,765	5,078	.....	.....	25,187
Kingston—						
Montreal Transportation Co.			None	in store.		
Commercial Elevator Co.						
Port Colborne Dom. Govt. Elevator....	453,277	.....	.....	.....	.....	453,277
" Maple Leaf Milling Co., Ltd.			None	in store.		
Prescott	.....	.....	.....	.....	.....	.....
Montreal—						
Harbour Commissioners Nos. 1 & 2..	3,698,721	264,563	198,958	21,629	.....	4,183,871
Montreal Warehousing Co.	1,217,613	.....	.....	.....	.....	1,217,613
Ogilvie Flour Mills Co.	4,835	.....	.....	.....	.....	4,835
Quebec Harbour Commissioners	2,629	15,427	.....	.....	.....	18,056
West St. John, N.B., C.P.R.			None	in store.		
St. John, N.B., Can. Nat. Rys.			"	"		
Halifax, N.S., " "			"	"		
Total Public Elevators.	6,294,235	297,654	204,036	48,288	.....	6,844,213
Country Elevators			Not available.			
U.S. Atlantic Seaboard Ports—						
Portland, Maine			Not operating.			
Baltimore, Maryland	58,642	.....	.....	.....	24,998	83,640
Total U.S. Atlantic Seaboard Ports	58,642	.....	.....	.....	24,998	83,640
Total quantity in store.	12,834,094	1,160,301	941,220	380,977	263,490	15,580,082

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Public Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East, for the week ended October 1, 1920.

Grades.	Account Imperial Government	Public Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard		27,072	3,042	342	30,456
No. 1 Northern		2,365,670	71,801	3,690,843	6,128,314
No. 2 "		1,256,563	18,658	1,094,838	2,370,059
No. 3 "		950,698	420,023	516,037	1,508,758
No. 4 Wheat		134,734	24	86,539	221,317
No. 5 "		23,827		41,611	65,438
No. 6 "		3,262			3,262
Other		417,413	15,214	864,005	1,296,632
Totals		5,179,239	150,762	6,294,235	11,624,236
Oats—					
No. 1 C.W					
No. 2 "		115,076	17,658	4,300	137,034
No. 3 "		222,955	23,204	36,440	282,599
Ex. No. 1 Feed		13,354	2,802	3,300	19,456
No. 1 Feed		26,339	3,216	14,385	43,940
No. 2 "		99,632	2,274	41,975	143,881
Other		76,148	27,113	197,254	300,515
Totals		553,504	76,267	297,654	927,425
Barley—					
No. 3 extra C.W		1,927			1,927
No. 3 C.W		278,699	4,049	95,083	377,831
No. 4 "		182,743	607	21,610	204,960
Feed		41,671	390	10,943	53,004
Rejected		80,356		60,132	140,488
Other		30,271		16,268	46,539
Totals		615,667	5,046	204,036	824,749
Flax—					
No. 1 Northwestern Canada		160,389	1,150		161,539
No. 2 C.W		39,194	1,056		40,250
No. 3 "		37,341	123	11,204	48,668
Rejected			475	10,425	10,900
Other		30,747		26,659	57,406
Totals		267,671	2,804	48,288	318,763
Rye—					
No. 1 C.W		136,281	2,905		138,186
No. 2 "		65,210	2,694		67,904
No. 3 "					
No Grade		2,793			2,793
Rejected		899	34		933
Other		13,856	75		13,931
Corn		218,039	5,708		223,747
Total quantity in store		6,834,120	240,587	6,844,213	13,918,920

DROP IN FREIGHT RATES IN BRAZIL DUE TO COMPETITION.

The competition between the steamship lines has brought about a drop of 40 per cent in the freight rates from Rio de Janeiro to New York since the first part of July, says the *United States Commerce Reports*. The freight on a 132-pound bag of cacao to New York has dropped from $1 to 60 cents, and there are rumours of a further decline to 50 cents.

Receipts and Shipments of the different kinds of Canadian Grain at the Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in the Western Division, and Public Elevators in the East; also U.S. Atlantic Seaboard Ports for the week ending October 1, 1920.

PUBLIC TERMINAL ELEVATORS.

		Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.
		Bush.	Bush.	Bush.	Bush.	Bush	Bush.	Bush.
Receipts	Rail	4,455,935	388,767	285,354	45,269	110,076	.....	5,285,401
Shipments	Vessel	2,344,506	11,354	206,251	58,532	86,674	.....	2,707,317
	Rail	69,209	77,951	11,891	2,457	.....	.....	161,508

PRIVATE TERMINAL ELEVATORS.

Receipts	Rail	2,011,801	229,171	123,794	7,444	8,530	.....	2,380,740
Shipments	Vessel	1,674,154	15,435	107,255	.....	.....	.....	1,796,844
	Rail	61,864	77,520	32,142	.....	1,231	.....	172,757

INTERIOR TERMINAL ELEVATORS.

Receipts	Rail	47,080	27,006	.....	66	2,358	.....	76,510
Shipments	Rail	70,765	972	1,619	.....	1,189	.....	74,545

COUNTRY ELEVATORS, WESTERN DIVISION.

Receipts	Rail	Not available.
Shipments	Rail	

PUBLIC ELEVATORS IN THE EAST.

GEORGIAN BAY PORTS.

Receipts	Vessel	801,562	.....	.....	47,766	44,535	.....	893,863
Shipments	Rail	751,918	.....	.....	21,107	44,535	.....	817,560

LOWER LAKE PORTS.

Receipts	Vessel	706,301	.....	.....	.....	.....	.....	706,301
	Rail	24,846	14,516	3,208	.....	.....	.....	42,570
Shipments	Vessel	376,051	.....	.....	.....	.....	.....	376,051
	Rail	55,713	3,369	.....	.....	.....	.....	59,082

ST. LAWRENCE PORTS.

Receipts	Vessel	87,140	.....	.....	.....	.....	.....	87,140
	Rail	468,871	164,955	124,486	.....	.....	.....	758,312
Shipments	Vessel	699,573	28,326	67,902	.....	.....	.....	795,801
	Rail	10	51,096	1,500	.....	.....	.....	52,606

SEABOARD PORTS.

Receipts	Rail	.....	.....	.....	.....	.....	.....	.....
Shipments	Vessel	.....	.....	.....	.....	.....	.....	.....

TOTAL, PUBLIC ELEVATORS IN THE EAST.

Receipts	Vessel	1,595,003	.....	.....	47,766	44,535	.....	1,687,304
	Rail	493,717	179,471	127,694	.....	.....	.....	800,882
Shipments	Vessel	1,075,624	28,326	67,902	.....	.....	.....	1,171,882
	Rail	807,641	54,465	1,500	21,107	44,535	.....	929,248

U.S. ATLANTIC SEABOARD PORTS.

Receipts	Rail	48,074	.....	.....	.....	3,465	.....	51,539
Shipments	Vessel	.....	.....	.....	.....	4,032	.....	4,032

Quantity of Canadian Wheat and other Grain in store at Public Terminal Elevators, Private Terminal Elevators, Interior Terminal Elevators, Country Elevators, U.S. Atlantic Seaboard Ports and Public Elevators in the East, on October 1, 1920, with comparisons for five years.

—	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
October 1st, 1920—			
Public Terminal Elevators	5,179,239	1,654,881	6,834,120
Private " "	1,151,216	426,306	1,577,522
Interior " "	150,762	89,825	240,587
Country Elevators		Not Available	
U.S. Atlantic Seaboard Ports	58,642	24,998	83,640
Public Elevators in the East	6,294,235	549,978	6,844,213
Total	12,834,094	2,745,988	15,580,082
October 3rd, 1919—			
Public Terminal Elevators	3,950,800	2,183,951	6,134,751
Interior " "	29,837	111,472	141,309
Public Elevators in the East	4,263,535	1,945,320	6,208,855
Total	8,244,172	4,240,743	12,484,915
October 4th, 1918—			
Public Terminal Elevators	3,390,987	2,604,319	5,995,306
Interior " "	202,596	235,991	438,587
Public Elevators in the East	756,244	346,065	2,102,309
Total	4,349,827	3,186,375	8,536,202
October 5th, 1917—			
Public Terminal Elevators	3,432,444	3,315,099	6,747,543
Interior " "	125,552	79,907	205,459
Public Elevators in the East	2,977,649	676,124	3,653,773
Total	6,535,645	4,071,130	10,606,775
October 6th, 1916—			
Public Terminal Elevators	6,863,248	3,427,913	10,291,161
Interior " "	271,373	63,472	334,845
Public Elevators in the East	5,099,660	8,890,557	13,990,217
Total	12,234,281	12,381,942	24,616,223
October 8th, 1915—			
Public Terminal Elevators	11,605,603	1,940,675	13,546,278
Interior " "	51,681	1,253	52,934
Public Elevators in the East	1,365,217	275,450	1,740,667
Total	13,022,501	2,317,378	15,339,879

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

Quantities of United States Grain in Store, Received and Shipped at the Public Elevators in the East for the week ending October 1, 1920, in comparison with the same period last year.

	Wheat.	Oats.	Barley.	Rye.	Corn.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Depot Harbour Elevator	.....	122,549	.....	.....	144,967	267,516
Montreal Harbour Commrs. Elevators Nos. 1 and 2	248,791	.....	10,707	390,904	193,077	843,479
Totals	248,791	122,549	10,707	390,904	338,044	1,110,995
Same period last year	59,578	.....	33,426	621,178	1,014	715,196

Georgian Bay Ports.

	Receipts.		Shipments.	
	Water.	Rail.	Water.	Rail.
	Bush.	Bush.	Bush.	Bush.
Wheat	.....	.....	.....	72,177
Oats	.....	.....	.....	18,000
Rye	.....	.....	.....	97,685
Corn	102,877	.....	.....	32,830

St. Lawrence Ports.

Wheat	74,454	5,917	103,840	-
Barley	.....	.....	7,101	-
Corn	.....	2,489	16,523	-
Rye	.....	44,632	30,674	-

JAPANESE IMPORTATION OF CAUSTIC SODA.

Eastern Commerce gives figures representing the importation of caustic soda into Japan for the first half of this year as 42,655,000 pounds, and for the last half of 1919 as over 65,000,000 pounds, stating further that at present 70,000,000 pounds are accumulated on the Japanese market with little hope of a clearance of stock for many months. A conspicuous falling off of imports and a downward tendency in price is expected during the remainder of the present year.

UNSATISFACTORY CONDITIONS IN THE GERMAN IRON INDUSTRY.

The German small iron industry is meeting with serious difficulties. According to the European press, a committee of manufacturers of ironware will shortly visit Luxemburg, Belgium, and North America with the object of buying bar iron. Experts say that American iron imported into Germany will be cheaper than home-made iron, principally on account of the coal agreement at Spa which will force various iron plants to reduce their output.

DOMINION BUREAU OF STATISTICS.

Internal Trade Division.

Board of Grain Commissioners for Canada.

Statement showing the total quantities of each kind of grain shipped by vessels from Fort William and Port Arthur during the Crop Year 1919-20, according to the Ports at which it was unloaded.

Port.	Wheat.	Oats.	Barley.	Flax.	Rye.	Total.	Sample Mixed Grain.	Elevator Screenings.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lbs.	Tons.
To Canadian Ports.								
Depot Harbour	658,029					658,029		
Goderich	9,352,622	3,038,761	348,552	81,882	120,282	12,942,099	2,258,508	
Midland	9,038,522	2,707,635	1,912,611		675,485	14,334,253	5,005,550	
Montreal	458,264	1,609,485	1,475,642	21,714	109,134	3,674,239		
Port Colborne	19,183,544	216,556	766,405			20,166,505		
Port McNicoll	29,549,167	2,713,200	1,540,091	72,822	109,427	33,984,707		
Tiffin	11,196,425	730,344	24,440		54,349	12,005,558		
Total to Canadian Ports	79,436,573	11,015,981	6,067,741	176,418	1,068,677	97,765,390	7,264,058	
To United States Ports.								
Buffalo	300,443	4,960,938	417,163	196,410		5,874,954	5,884,353	3,659-1246
Chicago	50,000	418,213	144,803	36,797		649,813		2,724-0000
Duluth-Superior			40,612	323,434	121,421	485,467		20,183-0890
Port Huron	1,016,944					1,016,944		
Toledo					90,770	90,770		
Total to U.S.A. Ports	1,367,387	5,379,151	602,578	556,641	212,191	8,117,948	5,884,353	26,567-0136
Grand Total	80,803,960	16,395,132	6,670,319	733,059	1,280,868	105,883,338	13,148,411	26,567-0136

The Commercial Intelligence Service.

The purpose of the Commercial Intelligence Service is to promote the sale of Canadian products abroad and to provide Canadian Manufacturers and exporters with information regarding trade conditions and opportunities in countries in which Canadian goods are likely to find a market.

The Department gathers, compiles and publishes in the Weekly Bulletin and supplements thereto a large volume of useful commercial information. Persons desiring it and interested in Canadian production or export may have their names placed on the regular mailing list on application to the Department of Trade and Commerce, Ottawa. There is no subscription to the Weekly Bulletin but its circulation is strictly confined to Canada.

The Department invites correspondence from Canadian manufacturers and exporters upon all trade matters.

NEW INCORPORATIONS.

Dominion.

The Clarke Trading Company, Limited. Incorporators: Alexander Christie Hill, Hammet Pinhey Hill and Charles Henry Maclaren, barristers-at-law; and others—all of Ottawa. Capital $1,000,000, divided into 10,000 shares of $100 each. Chief place of business, Quebec.

Abrasives, Limited. Incorporators: William Thomas Henderson, K.C.; Albert Hawley Boddy, barrister-at-law; and others—all of Brantford. Capital $600,000, divided into 6,000 shares of $100 each. Chief place of business, Brantford.

Dryden Paper Company, Limited. Incorporators: Errol Languedoc, advocate and K.C.; William Taylor, manager; and others—all of Montreal. Capital not less than $500,000. Chief place of business, Montreal.

Appleford Milk Products, Limited. Incorporators: Roy Armstrong Junor, barrister-at-law; Robert Junor, merchant; and others—all of Hamilton. Capital $1,000,000, divided into 10,000 shares of $100 each. Chief place of business, St. Thomas.

The Charlebois Company, Limited. Incorporators: Arthur Findlay Armstrong, book-keeper, and others—all of Montreal. Capital $75,000, divided into 750 shares of $100 each. Chief place of business, Montreal.

Omnium Oil, Limited. Incorporators: Frank Lloyd Roudebush and William Alfred Andoe, engineers, both of London, England; and others. Capital £250,000. Chief place of business, Toronto.

The Hudson's Bay Reindeer Company, Limited. Incorporators: Samuel James Rothwell, Helmar August Bergman, Guy Winstanley McGhee and George Luther Lennox, barristers-at-law; and others—all of Winnipeg. Capital $200,000, divided into 200 shares of $1,000 each. Chief place of business, Winnipeg.

The Dominion Accessory Profit-sharing Company, Limited. Incorporators: John Edward Grivell and others—all of Montreal. Capital $500,000. Chief place of business, Montreal.

Canadian Kron Scale Company, Limited. Incorporators: Shirley Greenshields Dixon, Colville Sinclair, Ralph Erskin Allan, advocates; and others—all of Montreal. Capital $150,000, divided into 1,500 shares of $100 each. Chief place of business, Montreal.

British Columbia.

Attorney Mines, Limited (non-personal liability). Capital $100,000.

Lull Bay Log and Pulpwood Company, Limited. Capital $150,000.

Marpole Coal Company, Limited. Capital $200,000.

Ontario.

The Don Valley Brick Works, Limited. Incorporators: John Matthew Bowman, sales agent; William Burgess, superintendent; Wilfrid Field Huycke, barrister-at-law; and others—all of Toronto. Capital $1,000,000, divided into 10,000 shares of $100 each. Head office, Toronto.

Joseph Stokes Rubber Company, Limited. Incorporators: William John Blackwin Stokes, of Trenton, manufacturer; and others. Capital $100,000, divided into 1,000 shares of $100 each. Head office, Welland.

The F. G. Hayward Company, Limited. Incorporators: Francis Gordon Hayward and William Henry Piton, manufacturers; Robert Frederick Segsworth, barrister-at-law—all of Toronto; and others. Capital $300,000, divided into 3,000 shares of $100 each. Head office, Toronto.

Patterson Brothers, Limited. Incorporators: Norman Francis Patterson and John Gibson Patterson, jewellers; and others. Capital $250,000, divided into 2,500 shares of $100 each. Head office, Sault Ste. Marie.

FOREIGN EXCHANGE QUOTATIONS FOR THE WEEK ENDING OCTOBER 6.

The Foreign Exchange Department of the Bank of Montreal has furnished the following statement of the nominal closing quotations for all the principal exchanges for the week ending October 6. Those for the week ending September 29 are also given for the sake of comparison.

		Parity.	Week ending September 29. 1920.	Week ending October 6. 1920.
Britain	£ 1.00	$4.86	3.84	3.81
France	Fr. 1.	.193	.074	.073
Italy	Lira 1.	.193	.046	.042
Holland	Florin 1.	.402	.347	.339
Belgium	Fr. 1.	.193	.078	.077
Spain	Pes. 1.	.193	.162	.160
Portugal	Esc. 1.	1.08	1.77	.174
Switzerland	Fr. 1.	.193	.178	.173
Germany	Mk. 1.	.238	.018	.017
Greece	Dr. 1.	.193	.115	.112
Norway	Kr. 1.	.268	.155	.153
Sweden	Kr. 1.	.268	.221	.218
Denmark	Kr. 1.	.268	.155	.153
Japan	Yen 1.	.498	.566	.556
India	R. 1.	.342	.382	.376
United States	$ 1.	1.00	1.10⅛	1.09
Argentina	Pes. 1.	.965	1.30	1.31
Brazil	Mil. 1.	.546	.199	.192
Roumania	Lei. 1.	.193	.021	.021

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "The Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa," or The Secretary of the Canadian Manufacturers' Association, Toronto, Montreal, Winnipeg, Amherst, N.S., and Vancouver, or The Secretary of the Board of Trade at Toronto, Hamilton, Kingston, Brandon, Halifax, Montreal, Quebec, St. John, Sherbrooke, Vancouver, Victoria, Winnipeg, Edmonton, Calgary, Moosejaw, Saskatoon, Sault Ste. Marie, Fort William, Port Arthur, Moncton, Regina, New Westminster, B.C., Sydney (Cape Breton), North Sydney (Cape Breton), Guelph, Peterborough, Brantford, Kitchener, St. Mary's, Ont., Chambre de Commerce de Montreal, The London, Ont., Chamber of Commerce, The Stratford Chamber of Commerce, The Border Chamber of Commerce, Windsor, Ont., and Kitchener Manufacturers' Association.

Foodstuffs.

2047. **Cheese.**—A Dutch firm is in the market for Canadian cheese and would like to receive offers from Canadian exporters.

2048. **Food products.**—A firm in Le Havre, France, desires to be put into communication with Canadian firms who wish to import all kinds of food products.

2049. **Flour and cornmeal.**—The Barbado branch of a large firm of commission agents with head office at Trinidad wishes to obtain the representation of millers for flour and cornmeal. Territory restricted to Barbados and the Northern Islands. Reliable and satisfactory references can be supplied.

2050. **Packing house products.**—A reliable firm of commission agents with head office in Trinidad and branches in British Guiana and Barbados desire to secure representation for packing house products. Territory includes French islands.

Feeding Stuffs.

2051. **Feedstuffs.**—The Barbados branch of a firm of commission agents wishes to secure for this branch and the northern islands a Canadian house supplying general feedstuffs, such as oats, hay, pollard, bran and oilmeal. Best references can be given.

2052. **Linseed cake.**—Belfast firm selling large quantities of cattle food desires to hear from Canadian producer of linseed cake showing oil present to the extent of 9% minimum.

2053. **Linseed cake meal.**—Above firm desires quotations from firms who are able to make early and regular shipments and are prepared to quote c.i.f. prices.

2054. **Linseed cakes.**—A Belfast merchant desires to get into touch with actual producers.

2055. **Oilcake.**—Belfast general importers want quotations.

Timber and Timber Products.

2056. **Chair seats.**—Large furniture manufacturer near Dublin would like to hear from Canadian manufacturers in a position to supply three-ply perforated embossed or in leather of papier maché chair seats. This firm is ready to buy in very large quantities.

2057. **Birch logs.**—Prime birch logs are asked for by Irish manufacturer. They must be 18 inches and up square.

2058. **Hickory scantlings.**—Irish manufacturer desires hickory scantlings, which must be first quality.

2059. **Black walnut.**—First quality black walnut boards or logs are asked for by large Irish manufacturer.

2060. **Lumber.**—A firm in Naples inquires for Canadian lumber.

2061. **Furniture makers' requisites.**—A Cape Town firm of importers request catalogues and price lists on all requisites suitable for the furniture manufacturing trade. Quotations also requested on three-ply and other woods for the furniture trade.

Cottons and Haberdashery.

2062. **Cottons.**—A firm of manufacturers' representatives with head office at Trinidad and branches at British Guiana and Barbados would like to get a Canadian agency for cottons.

2063. **Neckwear.**—A firm of commission agents with offices at Trinidad, British Guiana and Barbados, wish to obtain a Canadian agency for neckwear. Firm are in good standing and cover the smaller islands from Barbados.

2064. **Hosiery and underwear.**—A firm of commission agents with branch offices in British Guiana and Barbados (head office at Trinidad) desire to secure a Canadian agency for hosiery and underwear.

2065. **Haberdashery.**—An English firm of general merchants and agents would like to do business with Canada in general haberdashery lines.

Metals, Machinery and Hardware.

2066. **Bedsteads.**—A firm of commission agents in Barbados who are deeply interested in Canadian agencies wish to add to their list an agency for bedsteads.

2067. **Wire.**—An established firm of manufacturers' representatives in Barbados wish to secure a Canadian agency for barbed and mesh wire.

2068. **Brushes.**—Firm of Scotch importers desire to get into touch with Canadian manufacturers of brushes of all kinds.

2069. **Washboards.**—Importers in Edinburgh are required to get into touch with manufacturers of washboards.

2070. **Blue flame stoves.**—A firm of reliable agents in Barbados having other Canadian connections would like to obtain an agency for blue flame stoves.

2071. **Building material.**—A Cape Town firm of importers specializing in building materials, ask for catalogues, price lists and packing particulars on such lines as sanitary ware, tiles for walls and floors, baths, fittings for same, wood mantles, stoves, grates, marble and stone-cutting machinery.

2072. **Builders' specialties.**—A Cape Town firm stocking builders' specialties of all kinds, request correspondence, catalogues and price lists from Canadian firms manufacturing for export.

2073. **Agate bearings.**—A firm at Utrecht, Holland, manufacturing weighing machines would like to obtain the addresses of Canadian manufacturers of agate bearings.

2074. **Tin and terne plate.**—A firm of commission agents in Trinidad wish to get in touch with Canadian suppliers of tin and terne plate.

2075. **Hardware.**—A firm of manufacturers' agents with head office at Trinidad and newly established branch at Barbados wish to get in touch with a firm supplying ironmongery, hardware, nails, etc. Firm cover West Indies.

2076. **Wire nails.**—A firm of manufactures' representatives in Barbados wish to secure a Canadian agency for wire nails.

2077. **Refrigerators.**—A firm of commission agents in good standing wish to obtain an agency for refrigerators suitable for small households. Territory, Barbados, Trinidad and Demarara.

General Manufactures and Agencies.

2078. **Newsprint.**—A firm of importers in Santiago de Chile report a large opening for Canadian newsprint and wish to get into touch with Canadian manufacturers who can furnish regular shipments.

2079. **Woodenware, hardware, paper, etc.**—Newly-formed trading corporation in south of Ireland is interested in hearing from Canadian manufacturers who desire direct representation in the following lines, particularly: woodenware, timber, enamelware, flour, grains, basic slag, rubber, canned goods, iron and steel products, kraft paper and newsprint, parchment, cardboard, and agricultural machinery.

2080. **Grocers' specialties.**—Irish importer requests communications from Canadian manufacturers of all lines of interest to merchants he is calling on in grocery trade, but he is not interested in hearing from any middlemen.

2081. **Grocers' specialties.**—Cork importer is interested in hearing from any Canadian merchants in a position to export these lines.

2082. **Cocoa, cocoanuts, cocoanut oil, coffee, timbers, rice, hides, tanning material, etc.**—A commission agent in Georgetown, British Guiana, who has lived in that colony the greater part of his life and is in close touch with West India trade is visiting Canada and desires to handle the purchase for Canadian firms of cocoa, cocoanuts, cocoanut oil, coffee, timbers, rice, hides, tanning material, etc.

2083. **Boots and shoes.**—A firm of commission agents with head office at Trinidad and newly established branch at Barbados wish to secure the representation of a Canadian firm for boots and shoes. Firm cover the entire West Indies and British Guiana.

2084. **Manufactured rubber goods.**—A firm of commission agents in Trinidad with good references wish to secure a Canadian agency for manufactured rubber goods of all kinds.

2085. **Agencies.**—A Cape Town firm with branch office in Johannesburg and covering the rest of the Union are open to accept Canadian agencies in such lines as proprietary lines, groceries, provisions, chemists' goods, paper and paper bags, and general agencies.

2086. **Cardboard sheets for bronzing.**—A firm in Nottingham, England, who are producers of cardboard sheets which they cover with gold bronze for picture frames, would like to know if there are any manufacturers in Canada of these cardboard sheets with smooth surface suitable for this bronzing.

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

67. **R.S.**—Two Canadian officers who served for three years in the British Army in Mesopotamia have established themselves as merchants in Bagdad, Mesopotamia. They would like to get in touch with Canadian exporters both of food products and manufactured goods. They are particularly interested in wire fencing and reinforced concrete posts, brick-making machinery, fuel oil engines from 20 to 40 horse-power with centrifugal pump for irrigation with lift of 25 feet.

68. **R.S.**—Ex-officer of the Imperial Army, now repatriated and established as importer and exporter in Toronto, wishes to be placed in touch with manufacturers who are considering the Indian market. Served in the Indian theatre for three years, and had the opportunity for studying Indian industry after the armistice.

69. **R.S.**—Representation in Central and South America: Captain in Canadian Expeditionary Forces, four years' active service overseas, wishes to secure representation of Canadian manufacturers who are disposed to open commercial relations in Central and South America. At present connected with large American export firm. Recently returned from a trip to Central and South America, where prospects looked very good for Canadian goods. Spent several years in this territory previous to going overseas. Speaks English, Spanish and French. Best references furnished.

70. **R.S.**—Ex-officer of the Tank Corps, who had special opportunities during the war for making connections in the industrial centres of Great Britain, is returning overseas about the middle of September to continue post-graduate work in industrial research at the University of London. He will consider offers from firms desiring representation in Great Britain, or will undertake any special transactions requiring a British representative. Has adequate facilities for introductions to all British trade circles.

71. **R.S.**—An English business man, 30 years of age, who was living in Brazil when war broke out, came to Canada and enlisted for service overseas. Since being discharged he has been employed in Canadian business houses. He now proposes to return to Brazil and wishes to arrange to represent Canadian manufacturers who wish to export to Brazil. Although born in England, he lived for some years in Brazil and can speak and write Portuguese, as well as Spanish. He will return to Brazil by way of the West Indies, and will be glad to take agencies for the West Indies as well as Brazil. He had ten years' experience in the West Indies and Brazil, and is prepared to handle drygoods, flour, feedstuffs, shelf hardware, steel goods, canned goods, patent medicines, toilet goods, dried cod and other fish.

72. **R.S.**—A young Canadian who served as Chinese interpreter in France during the war would like to arrange with a Canadian firm or group of firms to send him to China where he had five years' experience previous to the war. He was also connected with the Canadian missions in China for five years in a business capacity, having had business experience in Canada previous to going to China. He has travelled 2,000 miles into the interior of China and is well acquainted with Chinese conditions. Good references can be furnished.

73. **R.S.**—A returned soldier, 30 years of age, at present holding a responsible Government position, desires Canadian agencies in Great Britain. He has a good connection and has had considerable commercial and selling experience. He will locate in Manchester.

ADVERTISING IN THE BRITISH WEST INDIES.

Mr. A. J. Pavitt, British Trade Commissioner in Trinidad, in reporting on publicity and advertising in the British West Indies, points out that the sale of imported goods is done chiefly through travelling agents, who naturally follow the line of least resistance. They sell what is easiest to sell and take little trouble with their other lines. For example, one agent accepted the agency for American paper and English hardware at about the same time. The American firms sent a full range of samples with the prices and sizes; the English firm sent nothing but a list of prices. In three months orders for paper worth 5,000 dols. were booked in Trinidad alone, while not a single order was booked for the hardware agency. Local firms naturally refused to change a known make for a British one which they had not seen. Encouraged by occasional newspaper advertisements and helped with a supply of descriptive matter and samples the least experienced man will probably do well amongst a clientele in which he is usually known. The main point is that the West Indian consumer must be educated to ask for the brand and not the article, and different firms will find different methods of achieving this.

Advertising does not at present play an important part in the distribution of goods in the West Indian market. There are few appeals to the public to purchase special brands of commodities. This is due in part to the shortage of stocks and the consequent willingness of the purchaser to take anything he is offered. In the case of commodities, the supply of which is regular and satisfactory, people are allowed to form their own tastes without instructions or advice from the manufacturers. Thus British-made cigarettes are suffering from decreasing sales every year to the benefit of foreign makes. British chocolates have to compete in this market with Canadian and American brands. Yet advertisements of British-made cigarettes and chocolates are rarely seen.

Newspapers in the West Indies are read (by people who can read at all) from cover to cover, and the advertisements get their full share of attention. Imported goods are usually advertised by the storekeepers only in general terms, and not by name, and the exporter must do his own advertising if he wishes to create a demand for his particular goods. The number of American firms advertising in the local newspapers is in the proportion of six to one British firm. Most of the few British advertisements that do appear show a lamentable ignorance of the special market. The appeal by a drug manufacturer to "set yourself up because the summer is coming," is not a very strong one in the tropics, nor are many people likely to waste three months writing to England, first for the price lists of a boot manufacturer and then for the boots, when good American boots can be ordered on approval over the telephone. The boot firm that could advertise that their goods were obtainable in all sizes on the spot would get the cost of their advertisements back very quickly. If advertisers remembered the limitations of even the chief papers of these small islands and also the simple minds of the majority of the inhabitants, they would send out blocks with plain bold designs which will print easily. If the same design is seen in the shops the articles will be asked for, and if the design is not changed it will soon become associated even by the simplest with the particular class of goods. This has happened in the case of a local brand of cigarettes.

Named brands have been in short supply for so long owing to the war that the firm who will advertise their goods in this way will gain a momentum which will carry their sales along for a long time. The newspaper advertisements need not be large, the essentials being: (1) Brand or name in largest type; (2) clear statement of what the goods are; (3) price.

PRICE OF SEWING COTTON.

(London Chamber of Commerce Journal.)

The Board of Trade have published the findings and decisions of a sub-committee appointed by the Standing Committee on Trusts to inquire further into the alleged existence of a combine among manufacturers of sewing cotton, and its effect, if proved to exist, on prices. After due consideration of the facts the committee conclude that "although Messrs. J. and P. Coats's profit—based upon the company's figures of actual costs of production at February 4, 1920—of 3·204d. per reel on the 10d. reel of the company's six-cord 400 yards Blue Ticket sewing cotton may appear unreasonably high, yet we recognize that Messrs. Coats have, up to the present, had to face a continuously rising market, both for cotton and for yarn, and accordingly to average their costs. If, therefore, Messrs. Coats have raised the retail selling price to 10d. with the intention of not further increasing it until the average cost of their entire holding of yarn has very considerably risen, we are of opinion that the present retail price of 10d. per reel is not unreasonable." Referring to the findings of the original sub-committee—[fully reported in *Weekly Bulletin* No. 841, dated March 15, 1920]—that the supply of sewing cotton for domestic purposes in the United Kingdom is practically a monopoly of Messrs. J. and P. Coats, Limited, and to the firm's reply that there are over sixty manufacturers of sewing cotton in this country, the present committee are of opinion that the hold which Messrs. Coats have had on the British market during the last few years has been sufficiently strong to enable the company, in effect, to determine the retail prices. The committee point out that on the basis of actual costs Messrs. Coats on February 4 were making a profit of about 1d. per reel. The price of raw cotton, however, was rapidly advancing, and had the original 7¼d. reel of sewing cotton been manufactured by Messrs. Coats from the materials which they were actually purchasing on February 4, the costs of manufacture, etc., would have amounted to 8·601d. per reel. On that basis, therefore, after allowing the usual percentage of profit to the retail draper, the company would have been losing 2¾d. per reel on the old price or a percentage of loss on the total manufacture of 33 per cent. Alderman R. Morley, a member of the committee, signs the report with the following reservation: "Whilst not denying that Messrs. Coats's costs may subsequently have increased to an extent which justifies a 10d. reel, the figures in the possession of the sub-committee at the time of their first report did not indicate that, at that date, the company's costs required an advance from 7¼d. to 10d. to secure a reasonable profit."

DEMAND FOR AND PRODUCTION COST OF PIG-IRON IN JAPAN.

Before the war Japanese demand for pig-iron amounted to 467,282 tons, 167,061 tons of which were imported, according to the *Japan Times and Mail.* In 1919 this demand increased to 845,000 tons, of which 200,000 tons were imported from the United States, England, and China. The *Japan Gazette* calls attention to the increasing cost of production of pig-iron experienced by iron and steel manufacturers in Japan. One ton of pig-iron involves the expenditure of at least 125 yen ($62.31), the iron ore costing 45 yen, coke 55 yen, lime 5 yen, and labour 20 yen.

PROPOSED SAILINGS FROM CANADIAN PORTS.*

Subject to change without notice.

From Quebec.

To Liverpool.—*Empress of Britain,* C.P.O.S. Line, about October 13; *Victorian,* C.P.O.S. Line, about October 26; *Empress of France,* C.P.O.S. Line, about November 3.

From Montreal.

To Liverpool.—*Megantic,* White Star-Dominion Line, about October 16; *Minnedosa,* C.P.O.S. Line, about October 16; *Metagama,* C.P.O.S. Line, about October 23; *Dominion,* White Star-Dominion Line, about October 23; *Canadian Victor,* Canadian Government Merchant Marine, Ltd., about October 26; *Canada,* White Star-Dominion Line, about October 30; *Melita,* C.P.O.S. Line, about November 6.

To London.—*Wyncote,* Manchester Liners, October 19; *Dunbridge,* C.P.O.S. Line, about October 15; *Verentia,* Cunard Line, about October 19; *Bosworth,* C.P.O.S. Line, about October 27 (via Halifax); *Corsican,* C.P.O.S. Line, about October 20; *Canadian Raider,* Canadian Government Merchant Marine, Ltd., about October 20; *Canadian Rancher,* Canadian Government Merchant Marine, Ltd., about October 30; *Scotian,* C.P.O.S. Line, about November 5.

To Glasgow.—*Sicilian,* C.P.O.S. Line, about October 14; *Cassandra,* Anchor-Donaldson Line, about October 16; *Cabotia,* Anchor-Donaldson Line, about October 21; *Pretorian,* C.P.O.S. Line, about October 22; *Canadian Navigator,* Canadian Government Merchant Marine, Ltd., October 23; *Corsican,* C.P.O.S. Line, about October 29; *Saturnia,* Anchor-Donaldson Line, about October 30; *Canadian Carrier,* Canadian Government Merchant Marine, Ltd., about November 6; *Cabotia,* Anchor-Donaldson Line, about November 6.

To Newcastle-on-Tyne.—*Cairnmona,* Thomson Line, about October 21.

To Southampton.—*Grampian,* C.P.O.S. Line, about October 15; *Scandinavian,* C.P.O.S. Line, about November 13.

To Avonmouth and Swansea.—*Batsford,* C.P.O.S. Line, about October 14 (via Halifax); *Bothwell,* C.P.O.S. Line, about October 23.

To Avonmouth Dock (Bristol).—A steamer, Cunard Line, about October 19; *Turcoman,* Dominion Line, about October 26.

To Cardiff and Swansea.—*Canadian Otter,* Canadian Government Merchant Marine, Ltd., about October 23.

To Manchester.—*Manchester Corporation,* Manchester Liners, about October 14; *Manchester Civilian,* Manchester Liners, about October 21; *Manchester Division,* Manchester Liners, about October 30; *Manchester Brigade,* Manchester Liners, about November 7.

To Leith.—*Cairngowan,* Thomson Line, about October 14; *Cairnmona,* Thomson Line, about October 21; *Cairnvalona,* Thomson Line, about October 24.

To Dublin.—*Lord Antrim,* Head Line, about November 15.

To Belfast.—*Kenbane Head,* Head Line, about October 26; *Melmore Head,* Head Line, about November 6.

To Hull.—*Rossano,* Manchester Liners, about October 15.

To Antwerp.—*Grampian,* C.P.O.S. Line, about October 15; *Bosworth,* C.P.O.S. Line, about October 27.

To Rotterdam.—*Fanad Head,* Head Line, about October 22; *Ramore Head,* Head Line, about November 12.

To Hamburg.—*Fanad Head,* Head Line, about October 22; *Ramore Head,* Head Line, about November 12.

**These sailings are not complete, but are compiled from lists of prospective sailings supplied by shipping companies.*

To Havre.—*Corsican*, C.P.O.S. Line, about October 29.

To Barbados, Trinidad, and Demerara.—*Canadian Observer*, Canadian Government Merchant Marine, Ltd., about October 20.

To St. John's, Nfld.—*Mapledene*, Canada Steamship Lines, Ltd., about October 14; *Canadian Miner*, Canadian Government Merchant Marine, Ltd., about October 20; *Corunna*, Canada Steamship Lines, Ltd., about October 23.

To Barbados, Trinidad, and Demerara.—*Canadian Observer*, Canadian Government Merchant Marine, Ltd., about October 20; *Canadian Farmer*, Canadian Government Merchant Marine, Ltd., about November 3.

To Australasian Ports (Melbourne, Sydney, Auckland, Wellington, and Dunedin).—*Trevelgan*, New Zealand Shipping Co., Ltd., about October 20; *Karanga*, New Zealand Shipping Co., Ltd., about November 3.

To Montevideo, Buenos Aires and Rosario.—*Hyacinthus*, Houston Lines, about October 20; a steamer, Houston Lines, about November 15.

To Rio de Janeiro, Montevideo, and Buenos Aires.—*Canadian Miller*, Canadian Government Merchant Marine, Ltd., about October 20.

To Santiago de Cuba and Kingston (Jamaica).—*Canadian Sower*, Canadian Government Merchant Marine, Ltd., about October 23; *Canadian Adventurer*, Canadian Government Merchant Marine, Ltd., about November 3.

To India and Far Eastern Ports.—*City of Melbourne*, Ellerman-Bucknalls, about October 25.

To Karachi, Bombay, Colombo, Madras, Rangoon, Calcutta, Singapore, Batavia, and Soerabaya.—*Boyne*, Canadian Government Merchant Marine, Ltd., and British India Steam Navigation Co., Ltd., joint service, about October 30.

From St. John.

To British West Indies.—*Chignecto*, Royal Mail Steam Packet Co., about October 17.

From Halifax.

To British West Indies.—*Chaleur*, Royal Mail Steam Packet Co., about October 15.

To London.—*Wyncote*, Furness, Withy & Co., about October 15.

To Liverpool.—*Digby*, Furness, Withy & Co., about October 15 (via Newfoundland).

From North Sydney.

To St. John's, Nfld.—*Sable I.*, Farquhar & Co., about October 16.

To St. Pierre-Miquelon.—*Pro-Patria*, Lacroix & Co., agents, October 20 and November 3.

From Victoria.

To Yokohama, Kobe, Hong Kong, and Manila.—*Tyndareus*, Blue Funnel Line, about November 17.

From Vancouver, B.C.

To Australia and New Zealand.—*Canadian Winner*, Canadian Government Merchant Marine, Ltd., about October 15; *Tahiti*, Canadian-Australasian Royal Mail Line, about October 16.

To London, Liverpool, and Glasgow (via Panama Canal).—*Orator*, Harrison Direct Line, middle October (via Victoria).

To Yokohama, Kobe, Hong Kong, and Manila.—*Tyndareus*, Blue Funnel Line, about November 10.

To Yokohama, Kobe, Nagasaki, Shanghai, Manila, and Hong Kong.—*Empress of Asia*, C.P.O.S. Line, about October 21; *Empress of Russia*, C.P.O.S. Line, about November 18.

To Yokohama, Kobe, Nagasaki, Shanghai, and Hong Kong.—*Montcalm*, C.P.O.S. Line, about November 27.

To Karatsu, Shanghai, Hong Kong, and Singapore.—*Bessie Dollar*, Dollar Steamship Lines, October 18.

SPARE PUBLICATIONS.

The Department of Trade and Commerce has on hand at present spare copies of a considerable number of publications which it would be glad to forward to any one in Canada desiring them, without charge, so long as the supply lasts. In some cases only single copies are available. Applications from libraries, universities, boards of trade or similar organizations will be given the preference. Applications should be addressed to "The Supplies Branch, Department of Trade and Commerce, Ottawa."

The demand for the spare publications heretofore listed has been very great and the supply in many cases exhausted within a day or so of the publication of the *Weekly Bulletin*.

Correspondents should confine their applications solely to the list given below. If other publications are desired a separate letter should be written.

Canada Grain Act, with Amendments, 1912.
Canadian Economic Commission to Siberia, 1919.
Census of Canada:
1901, Vol. 1, Population; 1911, Vol. 2, Religious Origins; 1890-91, Vol. 3; 1890-91, Vol. 4.
Census of the Northwest, 1885.
Census of the Northwest Provinces, Population and Agriculture, 1906.
Census of Statistics Monthly:
Vols. 7 and 8, 1914-15; Vols. 9 and 10, 1915-16.
China and Japan, 1914.
Chinese Markets for Canadian Products, 1919.
Coal Fields of Nova Scotia, 1909.
Dominion Election Act, 1917.
Final Report of the Fuel Controller, 1919.
German War and its Relation to Canadian Trade, 1914.
Grain Inspection in Canada, 1914.
Handbook for Export to South America, 1915.
Imperial Year Book, 1917-18.
Jubilee of Confederation, 1917. (English).
List of Licensed Elevators and Warehouses, 1919-1920.
Report of the Board of Grain Commissioners for Canada, 1917-1918.
Report on the Need for the Suppression of the Opium Traffic in Canada, 1908.
Royal Commission on Grain Trade in Canada, 1906.
Royal Commission on a Dispute between the Bell Telephone Company and Operators at Toronto, 1907.
Russian Trade, 1916.
Special Trade Commission to Great Britain, France, and Italy, 1916.
The Royal Commission re the Alleged Employment of Aliens by the Pere Marquette Railway in Canada, 1905.
Timber Export Trade of Australia, 1917.
Canadian Economic Commission to Siberia, 1919.
Trade after the War, 1916.
Trade with South China, 1919.
Trading in Spain, 1920.
Trial Shipments of Buckwheat via Panama Canal to the United Kingdom, 1918.
Wholesale Prices of Canada, 1910.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

G. B. Johnson, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rua Goncalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

H. A. Chisholm, Canadian Government Trade Commissioner, 501 and 502, Teniente Rey 11, Havana. Casa de Corres—Apartado 1290. *Cable Address, Cantracom.*

France.

Hercule Barré, Canadian Government Trade Capucines, Paris. *Cable Address, Stadacona.* Capucines, Paris. *Cable Address Stadacona.*

Holland and Belgium.

A. Stuart Bleakney, Canadian Government Trade Commissioner, c/o Chas. H. Demey, Esq., Rue Adolphe Max, Brussels.

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; office 50-B Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Westminister House, Adderly street, Cape Town. *Cable Address, Cantracom.*

South Eastern Europe.

L. D. Wilgress, Canadian Government Trade Commissioner, Bucharest. *Cable Address, Care Canadian, Milan.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

J. Vernon McKenzie, Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

W. C. Noxon, Director, Overseas Trade Branch of the Department of Trade and Commerce, 1 Regent Street, S.W. 1, Eng. *Cable Address, Canmission.*

United States.

John A. Cooper, Director Dominion Bureau of Information, 1463 Broadway, New York City.

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:
Bahia, British Consul.
Rio de Janeiro. British Consul General.

Chile:
Valparaiso, British Consul General.

Colombia:
Bogota, British Consul General.

Ecuador:
Quito, British Consul General.
Guayaquil, British Consul.

Egypt:
Alexandria, British Consul General.

France:
Havre, British Consul General.
Marseilles, British Consul General.

India:
Calcutta. Director General of Commercial Intelligence.

Italy:
Genoa, British Consul General.
Milan, British Consul.

Mexico:
Mexico, British Consul General.

Netherlands:
Amsterdam, British Consul.

Panama:
Colon, British Consul.
Panama, British Vice-Consul.

Peru:
Lima, British Vice-Consul.

Portugal:
Lisbon, British Consul.

Spain:
Barcelona, British Consul General.
Madrid, British Consul.

Sweden:
Stockholm, British Consul.

Switzerland:
Geneva, British Consul.

Uruguay:
Monte Video, British Vice-Consul.

Venezuela:
Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 248 St. James Street, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows: H.M. Trade Commissioner: Post Office Box 683, Calcutta, for correspondence: Office address, Allahabad Bank Building, 6 Royal Exchange Place, Calcutta: that of the Commissioner for the Straits Settlements is: Mr. A. F. G. Anderson, H.M. Trade Commissioner, Signapore, Straits Settlements.

LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE DEPARTMENT OF TRADE AND COMMERCE.

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Lead Bounties Act.
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VOL. XXIII. OCTOBER 18, 1920 No. 872

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

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View of Patras furnished by Canadian Trade Commissioner, W. McL. Clarke. Mr. Clarke's thirteenth article on Greece is published in this number of the *Weekly Bulletin.*

Published by Authority of the Rt. Hon. Sir George E. Foster G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA
THOMAS MULVEY
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1920

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa. **Monday, October 18, 1920.** **No. 872.**

COMMERCIAL NOTES FROM PARIS.

TRADE COMMISSIONER HERCULE BARRÉ.

Payment against Documents.

Paris, September 20, 1920.—French import agents are complaining bitterly of the unwillingness shown by Canadian firms to grant credits in accordance with established customs in France. "I am convinced," says a prominent importer, "that a large trade could be built up between Canada and France, but I am equally convinced that nothing of any importance can be accomplished until Canadians recognize the stability of our credit system."

The same attitude is found on every side. Canadians, when entering into negotiations with a French house for the first time, ask for payment against documents, and insist that the importer take the risk of damage to goods during the voyage. This, it appears, has wounded the feelings of many Frenchmen. When the French firm is better known, the Canadians are willing to treat on a basis of irrevocable credits deposited in a Canadian bank. Although this system is generally practised, the French are becoming averse to tying up their capital in this way, and frankly state their preference for other countries where they can obtain more lenient conditions.

"I am very ready to consider offers from Canadian companies," said another importer who deals in food products, "but before we consider prices, I may as well tell you that it has come to be a matter of principle with me not to grant irrevocable credits. If you are willing to grant me thirty or sixty days, we can probably do business, for there is a good demand for your goods in France."

This dealer went on to explain that during the past three years he had bought Canadian products of all kinds and is well satisfied with the quality. He finds, however, that, owing to the high prices ruling on every side, his capital will not bear the strain of his regular volume of business, and he is greatly embarrassed if he is obliged to leave his money lying idle in the bank while his salesmen are marketing his goods. Moreover, even when he has sold the goods, the French purchaser will not consider cash payments, and he is forced to wait another thirty days. When the retailer pays for the goods he is ready to settle with the producer in Canada, but he feels that he is being imposed upon when he is asked to "carry the baby" from the time the goods leave Canada to the day on which they are finally paid for.

"The Canadians apparently do not realize the high standard of business morality that exists in France," he said. "Failures are rare here, and if a man refused to honour his note he is disgraced for years. If he goes bankrupt, he cannot possibly win back confidence. During the present crisis in the textile market we have not had one failure in the whole of the French branch of the industry, while dozens of American houses have gone to the wall. We sustain each other by our credit system, and if you wish to trade with us you must conform to our methods. We are willing to give you guarantees from our banks which we must ask you to accept as the basis of the deal."

Demand for Canned Salmon.

There is a good demand for canned salmon in France, which is being met almost entirely by United States Pacific coast canners. Alaska Pinks, Chums, and Reds are well-known brands. Importers would in many cases favour Canadian salmon, but they do not receive quotations from the British Columbia industry, while the Americans are active in the market. The lower rate of exchange offered by Canadians is a strong factor. Japanese salmon is considered good, and prices are more advantageous. Cases of forty-eight 16-ounce tins are currently used here.

In order to obviate the difficulties arising from the constant fluctuations of exchange, one merchant advises Canadian manufacturers to keep a stock in France or England. With stocks on spot, French dealers could place their orders when they felt that exchange was favourable. To cite a concrete example: when a French importer asked last week for quotations on 10,000 cases of salmon, he had to wait twelve days until a reply came from Canada. Meanwhile the Canadian dollar went up to 14 francs, which brought the price to over 100 francs a case, and the French dealer had found 1,000 cases of Japanese Mitsui brand salmon at Marseilles, which he purchased for immediate delivery at 80 francs. He also discovered 1,000 cases of Canadian salmon stored at Havre, which he bought for 90 francs. The original Canadian firms still have a remote chance of supplying the balance of the order, if exchange improves.

Another method practised by an American salmon canner is to ship his goods to his agent in Paris and draw on him for two-thirds of the value. The agent is free to sell the salmon when exchange rates are favourable and remit the remaining one-third when he receives payment from the retailer. This method can only be undertaken when both manufacturer and agent have large sums of capital at their disposal.

Market for Canned Lobster.

There is a good demand for lobster, which is mostly supplied at the present time by American and South African firms. Lobster shipped from Cape Colony to this market last year was found very satisfactory. Best quality Canadian canned lobster would be welcomed if canners would submit quotations.

Condensed Milk Demand Falls Off.

The call for condensed milk in France, which has been very great during the past three or four years, is on the wane, and is considered to be good only for a year or two longer at best. The demand arose from the milk and sugar shortage, which forced the French people to turn to the artificial product as fresh milk was unavailable. With the steady improvement in the milk supply all over France and even in the devastated areas, and the relative abundance of sugar, a marked falling off in the consumption of condensed milk is noted. During the past three months one importer of large quantities from America has asked for no new shipments, as his stocks on hand are sufficient to meet all demands. With the bumper crop of hay that has just been harvested and the beneficial effect it will have on the nation's cattle and milk supply, he looks for a still further decrease in the demand this winter. The call has been mainly for tinned milk containing 48 per cent of sugar, although unsweetened brands have been consumed to some extent. The present price is 95 francs for a case containing forty-eight 14-ounce tins of sweetened milk, and 84 francs for a case of forty-eight 16-ounce tins of unsweetened. There is very little Canadian condensed milk on this market, the supply coming from the United States and Switzerland. Owing to the high price of fodder in Switzerland the condensed milk companies are working under difficulties, and their output is consequently reduced, which has increased the proportion of imports from the United States. There is a duty on condensed milk coming into France based on the sugar content.

Demand for Canadian Cheese.

The demand for Canadian Cheddar is necessarily limited by the preference felt by the French people or the soft cheeses that come from Switzerland. Hard cheeses are, however, favoured in the north of France and Belgium, where English Cheddar is considerably used. One dealer said that he could do good business in Canadian Cheddar at 24 cents, allowing 15 francs to the Canadian dollar, but he must have credit extension. Last year the Belgian market was rather oversold on Canadian cheese, but this fact is not considered to have harmed the demand this year. Another importer suggests that we should pack our cheese in half the ordinary size, the present size being found too large and liable to become stale when exposed.

Butter in Demand.

The call for Canadian butter is greater than for cheese, as this market is not heavily supplied. The current price is 17 francs per kilogramme, or roughly 8 francs per pound wholesale, with a tendency to rise as the season advances. Normally France does not import butter. Not only is the domestic crop sufficient for her own needs, but it allows for a surplus to be shipped from Normandy to England. Since the war butter has been brought in from the Argentine, as the Danish and Dutch product is considered too expensive. Very little butter, if any, has been brought from Canada, as there have been no offers. Only the better grades should be quoted, and no dairy butter on any account. The call is chiefly for fresh butter, but there is some consumption of salted butter in bakeries and pastry shops. Dealers advise Canadians to send samples both of cheese and butter as overseas grades are not well known here.

Pork Products.

During the war the misuse of army stocks brought "American bacon" into disfavour as pork products were sold after they had been allowed to lie about the docks subject to the weather, and there is a feeling in uninformed circles that American and Canadian goods are of inferior grade. As a matter of fact, influential dealers admit that they have never been in direct contact with the larger Canadian packing houses. The quality of bacon on the Paris market by no means conforms to accepted Canadian or English standards, and importers say that they would be glad to try out the best grades of Canadian bacon and sausages.

Market for Apples.

There is a market for the finest grades of table apples in December, January, February and March, but during the autumn the domestic crop is sufficient to fill all requirements. The French want cold storage apples of great perfection. Their own cold storages are limited, but efforts are being made to extend them. Meanwhile apples stored in Canada and shipped at the right moment in the spring would be well received. Freight rates bring the price of cooking apples too high to compete with the French crop.

Canadians are strongly advised not to quote prices in American dollars, as it only complicates the transaction and gives a false impression of prices.

Increased Duty on Musical Instruments.

The French Government has recently raised the duty on imported musical instruments, such as pianos, organs, flutes, clarinettes, etc., to 35 per cent. Gramophones and phonographs now pay a duty of 25 per cent.

BOX SHOOK TRADE IN SCOTLAND AND IRELAND.

Trade Commissioner J. Vernon McKenzie.

Glasgow, September 22, 1920.—Canadian exporters of box boards or box shooks may be interested to know that quotations are being received from Sweden at the present time. I have received information from a local merchant who is desirous of handling Canadian products, if prices and freights permit, to the following effect:—

"Whitewood boxboards. In lots of not less than 10,000. T & B. 14½ inches by 9½ inches by 5/32-inch in two pieces 14½ inches and 1·5 inch; sides, 14½ inches by 9½ inches by 5/32-inch in 1 piece each; ends, 9½ inches by 5 inches by 9/16-inch in 1 piece each, at 6·95d. per set. C.i.f. Glasgow, excluding war risk insurance, based upon a freight basis of 100s. per standard, any difference for buyers' account. Rate of exchange guaranteed by buyers at Swedish kr. 18.20 per £ on the c.i.f. value. Payment for net cash in exchange for shipping documents Printing with your plates at 7s. 6d. per 1,000 impressions."

I have discussed with a number of importers in Scotland and Ireland whether it is feasible for Canada to do any business in exporting box shooks to these countries at the present time. One Glasgow importer says:—

"We have had some correspondence with Canadian mills about box shooks, but regret to say that it is quite impossible to do any business in these just now as, apart from the fact that the mills were unable to take orders, the indication of prices was quite hopeless against the Scandinavian competition. Before the war there was a trade done with Canada and Canadian mills were able to meet the European competition but under the present abnormal circumstances, there does not appear to be the possibility of any business."

A leading wholesale export fish merchant who uses a large amount of boxwood says:—

"I took the matter of Canadian box boards up with a number of firms in Canada, and many of them could not quote. Others quoted a price which was much too high. I am afraid that it might be difficult for them to quote now against Norway and Sweden, as we are getting fairly cheap quotations from there again . . . . . There is quite a large business in this country in this particular line, so that if some one else got it started again it might do all right."

That the freight only keeps Canadian box shooks out of this market is the opinion expressed by the head of another firm. He says:—

"We received quite favourable quotations for box shooks as a result of inquiry from firms whose names you gave us, but regret that freight quoted by the steamer people made delivery-price much in excess of the Scandinavian price. . . . . Our experience of Canadian shooks is that the finish and quality is not equal to Scandinavian, but this can be overcome in many cases by a corresponding reduction in price. If your Canadian mills produce a good box at a little lower price than the Scandinavian, we can sell quite a lot."

A Belfast manufacturers' agent and merchant has this to say:—

"I may state that I have to-day received a quotation for timber ties and other wood products, but I do not think that there is much prospect of business as payment is stipulated for based on New York exchange, and I do not understand why Canadian firms will insist on this condition."

The head of a firm of Scotch importers, particularly of various wood products, believes that a drop in freight rates, and a falling-off in Canadian domestic orders will mean a possibility of business. He says:—

"We got in touch with the firms whose names we procured from your office, but unfortunately they have been so full up with orders that they have been unable to quote us any prices. A few days ago we had a letter from one of them asking us to write them more fully towards the end of the year, when they might be in a better position to consider the business. If you have any firms who are anxious to compete for box shooks orders in this market, we will be pleased to hear from them. You are quite right in stating that the chief competition in this market is from Scandinavia. With freight rates lower across the Atlantic it is quite possible that they may be able to compete more easily with Scandinavia."

CANADIAN INDUSTRIAL FILMS SHOWN AT HOUSING AND HEALTH EXHIBITION, GLASGOW.

Trade Commissioner, J. Vernon McKenzie.

Glasgow, September 24, 1920.—One of the biggest attractions for the crowd at the Housing and Health Exhibition which has been in progress here for the past ten days, and which will continue until October 9, is the series of Canadian Industrial Films, two or more of which are being shown afternoon and evening of each day. These films are some of those taken under the auspices of the Cinema expert of the Department of Trade and Commerce, and have been lent by the Canadian Trade Commissioner in Glasgow to the Fair Authorities.

The Cinema, which seats several hundreds, is in progress almost continuously from 2.30 in the afternoon until 10 at night, and is crowded nearly all the time. There is no doubt that the Canadian Industrial Films shown have made a very deep impression on the thousands witnessing them.

SEED PRICES IN ENGLAND.

Under date of October 12, Mr. Harrison Watson, Canadian Government Trade Commissioner, London, England, cables as follows:—

"Seed values ex warehouse London, England, choice quality based on No. 2 Canadian grades, London funds, per 112 lbs., red clover 180 to 200 shillings, alsike 200 to 220 shillings, timothy 72 to 75 shillings."

Reduced to dollars and cents, value of red clover in London would be 38·6 cents to 42·9 cents per lb., of alsike 42·9 cents to 47·1 cents per lb., of timothy 15·4 cents to 16·07 cents per lb.

HANDLING OF CANADIAN ORE SHIPMENTS IN UNITED KINGDOM.

An old established firm at Middlesbrough are anxious to get into touch with exporters of iron ore from Canada to ports on the river Tees, England, with a view to representing them at that port.

This firm has had many years' experience and is particularly well equipped for attending steamers discharging ore as they have a fully qualified man attending solely to this class of work.

Further information on this subject and the name of the firm in question may be obtained from H. M. Senior Trade Commissioner, 248 St. James street, Montreal.

CANADIAN EXHIBITS AT HOUSING AND HEALTH EXHIBITION, GLASGOW.

Trade Commissioner J. Vernon McKenzie.

Glasgow, September 16, 1920.—There probably is no better method of bringing certain Canadian products, new or old, to the attention of the Scottish consumer than by showing them at the Annual Housing and Health Exhibition, which is held each fall under the auspices of the corporation of Glasgow. Last year 450,000 persons attended this exhibition, and it is confidently expected that this number will be exceeded this year. It is an exhibition which appeals primarily to the actual consumer, although a number of exhibitors have told me that they have been able to interest the trade also, for large orders.

The exhibition is an admirably managed one, the rates for stallholders are quite moderate, and exhibitors are sure of all the crowd they can handle. It runs from about the middle of September until the end of the first week of October, and this year there are about 350 exhibitors. Canadian manufacturers or exporters desiring to place their goods in this market would do well to keep this exhibition in mind for future years. A representative of one of Canada's leading natural products firms said to me to-day: "I believe there is no better medium than this exhibition for any person that wants to put Canadian products on the Scotch market. As the authorities permit us to sell as much as we are able, this brings in a not inconsiderable direct return. The indirect results I expect to be of incalculable advantage."

This statement is fully borne out by my talks with other exporters of Canadian goods.

More than a dozen Canadian products are being shown at this exhibition this year. These include:—

Hoover Electric Suction Sweeper, Hamilton, Ontario.
McLagan Phonograph, Stratford, Ontario.
Sherlock-Manning Piano, London, Ontario.
Sherlock-Manning Player Piano, London, Ontario.
Craig Piano, Montreal.
Roman Meal Co., Toronto (Mr. A. J. Anderson, Toronto office, is here in person).
Heinz Products (through their Leamington, Ontario factory).
S. D. Simond & Co. (Canadian Maple Products, Ltd.), maple products.
Dunham Heating Service, Toronto.
"Easiwork" Mass-Production Kitchen Dresser (through The British-Canadian Export Company, London, England).
Canadian Electric Vacuum Cleaner (sold in Canada, I believe, as the "Cadillac").
The "Jireh" Breakfast Food, Brockville, Ontario. (This will likely be marketed in the United Kingdom under the name of "My-Mele").
Ganong's Chocolates, St. John, N.B.
Clark's Ketchup, Canned Meats, and Beans, Montreal. (Mr. Hurst, direct from the Montreal office, is attending the exhibition in person).
The Beaver Co., Thorold, Ontario.
Clark's Peanut Butter, Montreal.
Wethey's Mince Meat, St. Catharines, Ont.
Wm. Davies, Ltd., Toronto, Corned Beef.

Two separate exhibitors are showing the Sherlock-Manning Pianos and beaverboard is also exhibited at two different stalls.

The Beaver Board Company, whose Canadian plant is at Thorold, are intensely pleased with their advertising campaign. For one day of each of the three months in the spring and early summer they took the whole of the front page of a leading newspaper, at a cost stated to be around £800. They have found this aggressive advertising campaign to amply repay them for their outlay, and their representative, showing at the exhibition in Glasgow, informs me that from these advertisements they received more than 18,000 direct replies in addition to those inquiries which went to their distributors in various parts of the United Kingdom. They are so well pleased with this advertising campaign that one day in each of September, October, and November, they intend to repeat it.

IRISH FLAX PRODUCERS DESIROUS OF DISPOSING OF FLAX IN CANADA.

H. M. Senior Trade Commissioner in Canada intimates that certain flax producers in Ireland are desirous of getting into touch with likely purchasers in Canada of their flax. Information regarding the interested parties may be obtained from H. M. Senior Trade Commissioner in Canada, 248 St. James street, Montreal.

BRITISH INDUSTRIES FAIR, 1921.

The three British Industries fairs, although held in different towns (London, Glasgow and Birmingham), are in reality only sections of one fair, and together constitute the greatest trade fair in the world.

The London Fair is directly organized by the Imperial Department of Overseas Trade on behalf of the British Board of Trade, while the fairs in Birmingham and Glasgow are organized by the municipalities of the respective cities under the auspices and with the support of the British Board of Trade. An important point in the organization of the three fairs is that they are held practically concurrently, and that each fair represents a specified group of industries. No industry is permitted to exhibit at two fairs, and consequently the buyer knows that at whichever fair he may be visiting he will find the whole range of exhibitors in any particular trade or trades. Further, by careful arrangement of the dates of the sections it is made easy for him to visit all three should he wish to do so, for while the London and Birmingham fairs run concurrently from the 21st February to the 4th March, the Glasgow exhibit opens a week later on the 28th February.

The British Industries Fairs are not exhibitions. They are trade fairs to which admittance is restricted to bona fide trade buyers seriously interested in the participating trades. Only British manufacturing firms are allowed to exhibit, and no exhibitor is permitted to exhibit goods other than those of his actual manufacture. The result is that buyers who visit the fair know that no articles shown on an exhibitor's stand can be purchased elsewhere in the fair. Exhibitors are also able to give proper attention to the buyer, and the buyer is able to do his business unhampered by crowds of sightseers.

The following articles will be exhibited in London (February 21 to March 4):—

Fancy goods, including travelling requisites and tobacconists' sundries.
Leather for fancy goods, bookbinding and upholstery trades.
Brushware.
Paper, stationery and stationers' sundries.
Printing.
Toys, games and sports goods.
Cutlery, silverware and electroplate.
Imitation jewellery and hard haberdashery.
Jewellery.
Watches and clocks.
Spectacle ware.
Scientific and optical instruments.
Glass and glassware.
China and earthenware.
Drugs and druggists' sundries.
Furniture.
Basketware and cane furniture.
Musical instruments.

In Glasgow (February 28 to March 11) the sections are:—

Textiles of all descriptions.
Ready-made clothing, including hosiery.
Hats and caps.
Boots, shoes and gloves.
Carpet and upholstery materials.
Foodstuffs (prepared and preserved) and beverages.
Chemicals (light and heavy).
Domestic chemical products.

The Birmingham (February 21 to March 4) sections are:—

Brassfoundry of all kinds.
Hand tools and tools for use on machinery.
Hollow-ware.
Cooking and heating stoves.
Mechanical rubber goods.
Tubes and fittings of copper, lead, brass, steel, etc.
Non-ferrous metals and alloys in all forms, such as ingots, sheets, rods, wire, etc.
Metallic bedsteads.
Metal furniture for office, shop, garden and camp.
Sanitary metal ware and earthenware.
Architectural and ornamental metalwork.
Scales, balances, etc., and measuring appliances.
General hardware of all descriptions, including nails, locks, domestic utensils, etc.
Perambulators, mailcarts, pushcarts, etc.
Firearms and fishing tackle.
Machinery belting.
Cycles and motor cycles.
Accessories for cycles, motor cycles, cars and aeroplanes.
Paints, colours, varnishes, etc.
Ropes (wire and fibre).
Saddlery and harness, and metal furniture for same.

Buyers from the Dominion, who wish to visit the fair, should apply as early as possible to the nearest British Trade Commissioner from whom they will be able to secure full information. Their names and addresses are:—

Captain E. J. Edwards, H. M. Senior Trade Commissioner, 248 St. James Street, Montreal.

F. W. Field, H. M. Trade Commissioner, 260 Confederation Life Building, Toronto, Ontario.

L. B. Beale, H. M. Trade Commissioner, 610 Electric Railway Chamber, Winnipeg, Manitoba.

On their arrival in England it would be to their advantage to communicate at once with the Secretary, British Industries Fair, 35 Old Queen Street, London, S.W.1, England, or, should the fair have commenced, at the White City, Shepherd's Bush, London W. 14, England.

Full details of the Birmingham Fair may be obtained on application to the General Manager, British Industrial Fair, Chamber of Commerce, 95 New Street, Birmingham, England.

For the Glasgow Fair inquiries should be addressed to J. M. Freer, Esq., Kelvin Hall, Glasgow, Scotland.

BELGIAN RAILWAY TRAFFIC APPROACHES NORMAL.

Canadian Trade Commissioner A. Stuart Bleakney.

Reports that according to the administration of Belgian State Railways, on the 1st of April last half the passenger trains in operation before the war were then in commission and 84 per cent of the freight trains were running.

It is now reported that on the 1st of July all lines were being operated. The central car shops repair twelve locomotives per week.

The interior telegraphic service which was in operation in 1914 is now to a great extent improved upon and extended, the receipts have reached 3,499,000 francs against 1,468,790 for the corresponding period of 1913.

The revenue of the railways during the seven months of this year has been 417,330,000 francs. This amount is double that for the corresponding period of 1913, but against this of course must be set higher operating expenses.

INTERNATIONAL EXHIBITION OF ARCHITECTURE AT GHENT.

Canadian Trade Commissioner A. Stuart Bleakney reports that an International Exposition of Architecture, Building and Industries connected therewith will take place at Ghent in 1921. The date of opening is fixed for the 6th of April, and the exposition will remain open until the 14th of June. The exposition has as its aim the collection of artistic and useful material and information with a view to the assistance of ruined areas in Belgium. The following sections will be included:—

Architecture in general; material and information; construction and arrangement of buildings; cheap dwelling houses; sanitation of dwellings; heating and lighting equipment; electricity in all its appliances; decorative arts; ordinary and furniture de luxe; house comfort; improvement of rural districts; small sets of tools; literature; means of transport, automobiles, autocars, autobusses, trucks, wheelbarrows, small wagons.

Prospective participants should file applications before the 31st of December, 1920.

The price of space is fixed as follows:—

1. Space, not isolated, 50 francs per sq. metre.
2. Space, isolated, i.e., accessible from all sides, 75 francs per sq. metre; wall space, 20 francs per sq. metre; open air space, 20 francs per sq. metre.

Further information will be supplied by M. A. Becker, 40 Rue Jos. Hazard, Uccle, Brussels.

BELGIAN IMPORT TRADE FOR SEVEN MONTHS ENDING JULY, 1920.

Trade Commissioner A. Stuart Bleakney.

Brussels, September 21, 1920.—Belgian trade returns for the first seven months of this year show a total fall of imports for July of 291 million francs. Exports also dropped 68 million francs.

For the seven months imports are divided amongst the principal suppliers as follows:—

	Thousands of francs.
From Great Britain	1,240,678
United States	1,154,930
France	1,279,972
Argentina	411,393
Holland	399,309
Germany	409,681

These figures may be compared with those of the first five months of the year published in *Weekly Bulletin* 863, page 431. For the month of July alone, all countries above experienced a drop in their exports to Belgium with the exception of Germany and England.

The total imports by groups were as follows:—

	Tons (metric).	Francs (thousands).
Living animals	33,051	138,429
Food products and beverages	1,087,673	1,447,931
Raw or slightly prepared materials	4,423,188	3,231,787
Manufactured goods	757,063	1,905,914

Canada's Share in Belgian Imports.

Belgian trade returns, while giving a resumé of trade with the countries specified above, do not make a special recapitulation of Canadian trade. The following figures, however, have been extracted page by page and will serve as an indication of possible

lines for which there is a market in this country as demonstrated by actual shipments. It should be pointed out, however, that much Canadian goods shipped via United States and vice-versa some United States goods shipped via Montreal, may be credited to the wrong country, owing to the Belgian system of collecting trade figures.

BELGIAN IMPORTS FROM CANADA, FIRST SEVEN MONTHS OF 1919 AND 1920.

	Quantities in Kg.		Value in Francs.	
	1919.	1920.	1919.	1920.
Oxen	41,146	.....	105,000	—
Heifers	41,191	.....	100,000	—
Meats, n.o.p.	323,755	156,320	1,535,000	1,054,173
Butter, fresh and salt	.....	196,245	.....	3,133,500
Cheese, other than common, soft and white	2,366	785,346	16,340	4,864,727
Fish preserves, not caviar	81,413	86,542	356,540	462,018
Wheat	.....	127,780,555	.....	121,973,961
Rye	.....	15,074,719	.....	13,725,992
Barley	38,000	225,446	10,000	153,600
Greases, non-edible	34,000	.....	50,000	—
Dyes and colours n.o.p., not dye-woods	420	12,750	4,300	40,025
Mineral products, n.o.p.	106,700	2,162,168	60,000	2,319,575
Wood pulp	.....	631,310	.....	1,007,000
Drugs, n.o.p.	.....	7	20	92
Chemical products, n.o.p.	.....	425	.....	3,000
Woollen hosiery	48	26	1,936	1,036
Woollen fabrics, n.o.p.	13	1,071	400	11,680
Cotton goods, n.o.p.	.....	5	.....	110
Clothing, women's	.....	30	.....	2,029
Papers, n.o.p.	.....	20,311	.....	70,000
Typographical products, bound	122	146	129	390
Typographical products, unbound	39	304	455	1,605
Iron and steel, forged or rolled, and steel in bars or sheets	100	124	100	300
Machines and machinery, n.o.p. in iron and parts	13,930	55,587	10,000	308,200
Machines and machinery in brass or copper, n.o.p., and parts	.....	1,887	.....	20,000
Woodenware, n.o.p.	.....	2,007	.....	3,340
Furniture	.....	445	.....	1,414

DIRECT SHIPPING FACILITIES BETWEEN MONTREAL AND ANTWERP.

Belgium has of course the advantage of direct shipping between Montreal and Antwerp, which together with frequent sailings makes shipping to this country a comparatively simple matter. Both the C.P.O.S. and Canada's National Railway system offer through bills of lading to interior points in Canada, and it is to be assumed that the same service is offered in the other direction. The Holland-America Line is now publishing advertisements promising a service Rotterdam, Antwerp, Vancouver.

The following cargo lists give an idea of present shipments. Freights from many United States points such as Detroit for Antwerp via Montreal compare favourably with those via New York, and as a result considerable of the goods mentioned below are of United States origin. While the bulk of these cargoes is limited to a few lines, yet the inclusion in many cargoes of a considerable number of "various parcels" leaves room for hope that the foundation for a more varied trade is being built up.

Recent Cargoes Arriving at Antwerp from Montreal.

Grampian.—71,904 bushels wheat, 17,289 cases fresh lard, 45 tierces oil, 985 cases meat, 4,626 cases cheese, 304 cases sausages, 13,624 bags asbestos, 1,340 bags pulp, 253 bags flax, 210 barrels paraffin, 213 bales of leather waste, 32 automobiles and motorcycles, 650 parcels copper, 25 varied parcels.

Rapidan.—4,687,000 kilogrammes wheat in bulk, 437,000 kilogrammes rye in bulk, 1 box whalebone for corsets, 771 boxes cheese, 8 cases automobiles, 11 boxes motorcycles, 1 tractor; 26,000 tierces, 6,050 barrels, 2,500 pails, 3,010 boxes lard; 2 pieces of machinery.

Bothwell.—88,000 bushels wheat, 85,546 bushels rye.

Rosefield.—2,735 tons of rye in bulk, 1,321 tons of wheat in bulk, 6,000 bags of wheat.

Mottisfont.—83,333 bushels of barley, 29,226 bushels of wheat, 4,463 cases of cheese, 420 boxes of meat, 2,580 cases of lard, 1,100 sacks of flour, 999 bags of asbestos, 16 automobiles, 168 bales of wood waste, 1,265 bales of leather waste, 151 bales of flax, 220 barrels of paraffin, 165 barrels of oil, 398 various parcels.

Montezuma.—78,773 bushels of wheat.

Holbrook.—35,165 bushels of wheat, 7,195 cases of cheese, 2,603 cases of meat; 1,735 tierces, 1,950 barrels, 4,250 pails and 4,000 tubs of lard; 200 barrels oil, 4,903 bags asbestos, 6 automobiles, 60 cases of motorcycles, 71 parcels copper, 147 various parcels.

WHAT IS THE UNITED STATES SELLING TO BELGIUM?

Owing to the inevitable confusing of Canadian and United States goods arriving in Belgium—inevitable because once Canadian goods enter into bonded warehouse or are the subject of a commercial transaction in the United States they cease to be designated as from Canada in Belgian official returns—it is of interest to consider what Canada's great neighbour is shipping to this market. Unfortunately the Belgian classification is rather rigid; for instance, the same general classification is given for imports from the Belgian Congo as from the United States. For this report I have extracted only manufactured goods, for the reason that raw materials and food products find their own markets to a great extent. It should be noted, however, that for this period food products and beverages amounted to 327,739,325 francs, living animals to 74,125,279 francs, raw materials and raw materials simply prepared to 559,364,763 francs, as compared with a total of manufactured goods amounting to 193,651,680 francs. Of these latter, machines and machinery form the biggest item, chemical products come next, with carriages other than railway, including automobiles, as third in order. Skins, dyed, varnished, etc., rank fourth. Smaller items can be examined below. Particulars of any of these headings will be furnished to Canadian firms upon application to the Canadian Government Trade Commissioner at Brussels.

Manufactured Goods Imported into Belgium from the United States for the First Seven Months of 1920.

	Quantity. Kg.	Value. Francs.
Soaps	181,883	491,134
Candles	668	1,211
Perfumes	22,681	207,768
Chemical products	14,887,987	25,883,507
Alcoholic liquids	20	278
Vegetable oils, not including olive and earthnut (arachis)	495,708	1,362,327
Dyes and colours	1,032,871	2,659,260
Tobaccos	95,094	2,968,336
Skins, dyes, varnished, lacquered, or Morocco finish	191,312	11,477,138
Prepared peltry	41	20,145
Skins, otherwise prepared, tanned	115,288	1,247,582
Peltry, worked up	21	3,979
Parchment	3	180
Boots and shoes	114,222	4,443,155

Manufactured Goods Imported into Belgium from the United States, etc.—Con.

	Quantity. Kg.	Value. Francs.
Gloves	20	1,729
Morocco dressing	1,544	138,010
Skins, manufactured, not specially mentioned	2,979	48,741
Thread of wool and hair	250	3,500
Thread of silk	14,085	660,025
Thread of cotton	.....	—
Thread prepared for retail	238	4,434
Wool fabrics	4,307	143,249
Silk fabrics	35	9,361
Cotton fabrics	21,758	571,103
Linoleum, pegamoid, waxed linen, etc	62,170	623,110
Fabrics, not specially mentioned	3,256	36,730
Clothing, lingerie, etc	166,138	5,664,659
Rubber, worked	154,768	3,150,958
Woodenware	48,622	88,685
Papers	443,017	988,657
Typographical products	39,592	433,26–
Stones	107,57–	276,251
Pottery	8,473	42,251
Glassware	595	6,717
Copper	74,69–	329,447
Tin	16,000	8,090
Iron and steel	2,747,55–	4,575,095
Lead	360	2,220
Zinc	255	800
Gold, platinum and silver jewellery and goldsmiths' work	37	23,974
Machines and machinery	22,177,997	93,124,190
Carriages for railways and tramways, including parts	5	300
Carriages other than railway	1,251,683	19,950,358
Ships and boats	8,914	57,000
Tools	169,112	1,896,011
Musical instruments	2,588	34,683
Scientific implements and apparati	53,892	1,690,520
Watches, watch cases, etc	27	16,085
Matches	7,684	4,800
Starch	356,830	676,854
Weapons	1,066	36,129
Tape	1,165	82,203
Fish glue	112	150
Glue	22,586	57,605
Cordage	132,479	904,300
Starch, not edible	43,291	52,400
Mercery and hardware, other than matches, cork stoppers, household articles, and utensils in iron, cast-iron and enamelled steel	22,840	5,114,808
Furniture	102,474	499,491
Art and objects for collections	2,778	198,872
Various products for industry	185,567	656,872
Total manufactured goods, including various negligible items	45,782,345	193,651,680

RAT POISON REQUIRED IN WESTERN UNITED STATES.

(Chemical News.)

His Majesty's Consul at Portland, Oregon (Mr. John P. Trant), rpeorts that in view of the present rat epidemic and the need for an efficient exterminator at Oregon and elsewhere in the United States, where a great menace of plague from rat-infested districts exists, there is an excellent opportunity for the introduction of an effective virus of British manufacture, which would probably be welcomed if delivery is prompt and results are satisfactory. If interested in this market for rat exterminator, communicate with His Majesty's Consul at Portland, Oregon, preferably forwarding samples for experimental purposes.

CONTROL OF FOREIGN COMMERCE OF CZECHO-SLOVAKIA.

Trade Commissioner L. D. Wilgress.

Prague, July 31, 1920.—The Government of Czecho-Slovakia exercises a strict control over imports into and exports from the country in order to safeguard the interests of the State until such time as the trade and industries of the Republic can be established on a sound and independent basis. The principal aims of the Government are to assure the supply of the necessary raw materials for the diversified industries of the country, to stabilize the rate of exchange, and to promote the sale abroad of exportable manufactured products.

CREATION OF MINISTRY FOR FOREIGN TRADE.

Several organs have been created by the Government for the purpose of exercising control over foreign commerce. In order to centralize the various departments having jurisdiction over separate branches of trade, a special Ministry for Foreign Trade has recently been established, which will direct the execution of the programme for the exchange of goods on a compensation basis, for the importation of necessary supplies of raw materials and foodstuffs and for the exportation of Czecho-Slovak products. The new ministry will also have among other aims the conclusion of commercial treaties with foreign governments and the execution of measures for stabilizing the exchange value of the Czecho-Slovak crown. Mr. R. Horowetz, a prominent member of the Government and formerly secretary of the Prague Chamber of Commerce, has been appointed the Minister for Foreign Trade.

ORGANS OF CONTROL.

Before the creation of the new ministry the control of imports and exports was confided to a commission under the direction of the Ministry of Commerce. This commission was divided into different sections for various branches of trade. The leading industries of the country are organized into syndicates for the purpose of securing supplies of raw materials and selling their products abroad. The different syndicates were represented on the commission above referred to. This commission through its different sections granted licenses for the import and export of all goods except those which are the monopoly of the State; sugar, which is reserved for the control of the Sugar Commission; coal, reserved for the control of the Ministry of Public Works; and lands, stocks, money and bullion under the control of the Ministry of Finance. The Commission for Foreign Commerce maintains branches throughout Czecho-Slovakia and offices in Vienna, Berlin, and New York.

In order to secure funds in foreign currency for the purchase of goods from abroad, importers can apply to any bank, which is allowed to sell foreign exchange upon the production of an import permit. The control of foreign exchange operations through the Centrale de Devises was abolished last April and the Ministry of Finance now only exercises indirect supervision through the banks.

There is still another office concerned with foreign commerce, and this is the Control Office for Compensation Business under the Ministry of Commerce. This office transacts the negotiations for the exchange of goods from foreign countries for Czecho-Slovak products, which is known as compensation trade. The other organs for the control of foreign commerce and the various syndicates submit to this office particulars of the requirements for imported goods and the merchandise available for export.

It is in order to co-ordinate the activities of the various bodies above mentioned, and to have one department of the Government concerned with all matters relating to foreign commerce, that the new Ministry for Foreign Trade has been estab-

lished. The various organs will continue to function under the respective ministries as heretofore, but the Ministry for Foreign Trade will have general direction over the formation of policies regarding trade with foreign countries and their execution. The granting of licenses for import and export will also come within its jurisdiction. It is desired to reduce to a minimum the formalities in connection with foreign trade and to leave sufficient scope for private initiative.

PROCEDURE FOR OBTAINING IMPORT LICENSES.

The above is a brief survey of the machinery created for exercising government control over the foreign trade of Czecho-Slovakia. The writer was impressed with the despatch and businesslike manner in which the routine work involved is handled by the various departments. Canadian firms desirous of doing business with Czecho-Slovakia are not concerned with the formalities necessary for obtaining import and export licenses and the transaction of compensation business, since these are attended to by the local houses who are familiar with all the details. It is important to mention only the general principles on which trade with Czecho-Slovakia is regulated by the Government. These principles have been briefly indicated above. It is now desirable to outline for the benefit of Canadian exporters the procedure followed in the granting of import permits and the transaction of compensation business.

Exporters to Czecho-Slovakia quote prices and terms direct to individual importing firms, who make the application for import license in connection with each order. The application is first examined by the industrial syndicate involved: thus an application for the import of raw material or machinery for the cotton industry would be examined by the Cotton Syndicate and so on. After being passed by the Industrial Syndicate, the application is passed on to the Commission for Foreign Commerce, who take into consideration the existing rate of exchange and the demand for the goods in question. More favourable consideration is given to applications for import licenses in cases where the foreign exporter is willing to accept payment in Czecho-Slovak products on a compensation basis, or in foreign exchange in one, or two years, or in Czecho-Slovak crowns to be left in the country for a certain period. Sometimes a license for only a part of the goods desired is granted. In the case of goods which can be substituted for by products manufactured in the country, the opinion as to the desirability of granting the license is obtained from the industrial syndicate of the manufacturers making these products. As previously pointed out the industrial syndicates have been organized by the Government and are supervised by the State, the Government being represented on the Board of Directors of each syndicate.

In general it may be said that import licenses are granted only for (*a*) raw materials and semi-manufactured articles required for the industries of the country; (*b*) foodstuffs of which there is a shortage in Czecho-Slovakia; and (*c*) manufactured articles and machines which cannot be produced within the country or which are not classed as luxury goods. Lists are published from time to time of the goods which are generally permitted to be imported, and these articles may be imported without a license upon notification being duly given and an attestation fee paid. The latest list of such goods is given below. For all other articles an import license must be obtained. The license or attested notification is attached to the other documents and presented at the customs office when the goods are to be cleared. Contravention of the regulations involves penalties and non-receipt of the goods, so that Canadian exporters should make certain that the importer has the necessary permit before shipping goods to Czecho-Slovakia.

COMPENSATION BUSINESS.

With a view to stabilizing the exchange value of the Czecho-Slovak crown and promoting the sale abroad of the industrial products of the country, the Government endeavours to encourage so far as is possible the exchange of foreign goods against

Czecho-Slovak products on what is known as a compensation basis. The Control and Compensation Office, appointed for facilitating deals of this kind, inspects all applications for import or export licenses except those for the import of raw materials and if practicable arranges for the parties concerned to effect the transaction on the basis of compensation. This office does everything possible to assist the satisfactory conclusion of compensation, deals, and it is important that Canadian firms should examine carefully the possibilities of this kind of business, since a considerable share of the foreign trade of Czecho-Slovakia is likely to be conducted along these lines. The writer had an interview with the Chief of the Control and Compensation Office of the Ministry of Commerce, who explained fully the procedure necessary for the transaction of compensation business.

Compensation in reality is another word for "barter" and means that the exporter agrees to accept payment in goods. A Canadian firm having entered into relations with a house in Czecho-Slovakia with a view to the sale of goods, and the latter being unable to secure an import license or finance the deal on the terms offered, it is suggested that the Canadian firm should accept compensation in Czecho-Slovak products. The latter, either singly or through a syndicate formed for the purpose, would then draw up a skeleton setting forth the goods which they have to offer, with prices and maximum quantities, and together with a counter list of the products which they would be willing to take from Czecho-Slovakia in exchange, provided the prices would be acceptable. The Czecho-Slovakia house would then, through the above-mentioned Government office in accordance with certain formalities which do not concern the Canadian firm, prepare a list of the goods which they will take and another list giving the prices and quantities of the products to be exchanged for these goods. The total value of each list would of course balance, and after submission to the Canadian firm a basis of agreement could probably be arrived at. The Canadian firm or syndicate would include a reasonable profit in the prices they quoted and would also derive a certain profit from the sale of the products accepted in exchange.

The address of the Government office referred to is: The Control and Compensation Office, Ministry of Commerce, Josefska 4, Prague, Czecho-Slovakia, and they will be pleased to give Canadian firms further information relative to compensation trade.

TRADE WITH CANADA.

Mr. Hotowetz, the Minister for Foreign Trade, accorded the writer an interview and expressed the desire to see the development of trade relations between Canada and Czecho-Slovakia. He stated that Czecho-Slovak firms had already commenced to establish connections in the Canadian market and that a fair amount of export was taking place from Czecho-Slovakia to Canada, but very little the other way. The minister commended to the attention of Canadian firms the possibilities of transacting compensation business. Failing this they should endeavour to arrange for the granting of credit to reliable importing organizations in Czecho-Slovakia, who can produce satisfactory bank guarantees. The minister was of the opinion that Canada should be in a position to supply Czecho-Slovakia with many of the foodstuffs and raw materials required. He mentioned as examples flour, grain, meat, certain ores and crude metals, such as nickel, mica, aluminium, etc., asbestos fibre, vegetable oils, especially linseed oil, certain grass seeds, turpentine, chemicals, fertilizers, synthetic drugs, certain rubber surgical and other goods, and surgical and dental appliances. Condensed milk and canned foodstuffs, except canned fish, are also needed, but the minister did not think that Canada would be able to compete in price with continental suppliers. With regard to agricultural machines, Czecho-Slovakia was endeavouring to get along without importations from abroad of manufactured articles. The domestic manufacturers of agricultural machines had been making great strides, and while it might be found necessary to later import certain kinds

of machines, such as harvesters, each application for an import license would have to be carefully examined before permission could be granted for the purchase of this or any other line of manufactured articles from abroad.

(Note.—The prospects for the sale of agricultural machinery to Czecho-Slovakia are considered fully in another section of this report.)

Considering the other side of the question of reciprocal trade exchanges, the minister stated that Czecho-Slovakia could supply many special lines of manufactured articles, which Canada requires to import. He instanced among other lines, press buttons, mother of pearl buttons, jewellery and novelties known as Gablonz goods, glassware, chinaware, embroidered linen for ladies, hair nets, lace, toys, felt hats for men, sticks, bent-wood furniture, sugar (a consignment of which had recently gone forward to the United States) and the other special products of Czech industry. The minister would like to see a Canadian syndicate come forward with a proposition for a trade exchange on the basis of compensation for a certain definite total amount, say several million dollars. (Of course the question of whether such manufactured goods would come into competition with Cnaadian products would have to be considered.)

GOODS NOT REQUIRING IMPORT LICENSES.

The following list of the goods mentioned above as not requiring an import license, but which may be imported upon duly attested notification, will afford Canadian firms with a further indication of the principal raw materials required for the industries of Czecho-Slovakia:

Albumen; alum; ambergris; ammonia; ammonium sulphate; animal products; (artificial honey excepted; anthracene, crude; argels, crude; arsenic, metallic; asphalt.

Beet seeds; benzol; borax, crude; bristles, animal; butter, fresh, salted, and melted.

Calcium fleuride; campher, crude and purified; cantharides; carbolic acid, crude; carriage grease; casein; cassel earth; castoreum; cattle; celluloid in sheets, tubes, etc.; cellulose bleached; ceresin; charcoal; china manufacture, transfer prints and metachromatypes for; civet; coal, hard; cobalt; cobalt, compounds of; coke; copal; copper; cork, in sheets, cubes and stoppers; cork, ground; cotton; cotton wastes (for paper manufacture); colonial goods (not including cocoa husks); cryolite.

Dolomite; dyes, aniline.

Electric lamp bulbs.

Felspar; felspar, Norwegian; felt for drying purposes; fertilizers, animal, etc. (superphosphates excepted); fibres, aloe, cocoanut, and Manila; fish grease; flax waste (for paper manufacture); flint.

Glass, optical; granite, Swedish; grease, fish, seal, and vegetable; grindstones; gypsum.

Handles, artificial, for carvers; hemp, raw, or combed; hemp, Indian; hides (for glue manufacture); hides, raw (for tanners and curriers); hoops, birch, hazel, and willow; horn; horn bases and tips; horsehair.

Indigo; iron, pig.

Jute, raw.

Lampblack and other carbons (boneblack excepted); lard, including goose lard; lime, acetate of; liquorice juice (in cases); lithographers' stone.

Magnesite, crude and calcined; magnesite bricks; meat; medicaments; mother of pearl; musk.

Naphthalene, crude; nickel; nitrobenzol; nutmeg oil.

Oil, cocoa, linseed (except boiled), maize, olive, palm, turpentine, cottonseed, beech seed, poppy seed, rape seed, sesame seed; oils mineral, crude and refined (including illuminating); opium; ores, all kinds not specified.

Palmitin; paraffin wax; petroleum jelly, refined; pegmatite, Swedish; photographic plates; phosphorus; pork; potassium chloride; potassium chromate; potassium bichromate; potash salts (for fertilizers); pyrites (copper and iron).

Quartz; quicksilver.

Resin; rubber and vulcanite goods (technical and surgical); rubber, crude.

Sandstone, calcareous; saltpetre, Chilian; scythes and sickles; shellac; silk waste (for paper manufacture); skins, hare and rabbit; soda, calcined; sodium chromate; sodium, bichromate; starch, rice and wheat (for textile factories); stearin; straw plait for hats; sulphur.

Tanners' bark; tallow, crude or refined; teeth, artificial; tin.

Wax, vegetable; wood for staves; wood, hard, for joiners; wood, American hickory; wool; and wool waste for paper manufacture.

REVIEW OF AUSTRALIAN TRADE.

Trade Commissioner D. H. Ross.

II.

AUSTRALIAN TRADE WITH THE UNITED STATES.

Melbourne, Australia, August 16, 1920.—Australian importations of manufactured goods and products from the United States are to a considerable extent analogous to Australian importations from Canada. Many lines of manufacture are similar in character, hence Canadian manufacturers and exporters are interested in the trade transacted by their chief competitors especially in normal years in oversea markets.

Taking into consideration that former sources of supplies in the United Kingdom and the Continent were unable through war, reconstruction and readjustment—to export in their usual volume, it is not surprising that manufacturers in the United States made exceptional efforts to secure a larger portion of the Australian trade than they hitherto enjoyed. Further, through some inexplicable means, British steamers were available to load cargo at New York for Australia, while it was impossible to charter steamers to load at Montreal or St. John for Commonwealth ports. That United States manufacturers were successful to a marked extent is evidenced by the value of their exports to Australia in 1918-19 exceeding that of the previous year by no less than £11,726,941 and the total easily constituted a record.

The appended schedule gives a summary of the values of the imports and exports, and the total made in recent years:—

Trade with the United States.	1916-17.	1917-18.	1918-19.
Australian imports from United States ..	£15,876,010	£15,453,855	£27,180,796
Australian exports to United States	6,783,030	10,650,034	9,009,395
Total trade..	£22,659,040	£26,103,889	£36,190,191

Increase of imports from United States 1916-17 over 1915-16	£ 11,494
Decrease of imports from United States 1917-18 from 1916-17	422,155
Increase of imports from United States 1918-19 over 1917-18	11,726,941

IMPORTS FROM THE UNITED STATES.

The following table gives the classification and value of merchandise of United States origin, showing increases and decreases, imported into the Commonwealth in 1917-18 and 1918-19:—

	1917-18.	1918-19.	+Increase. —Decrease.
Foodstuffs of animal origin.. .. .. £	521,020 £	205,063	—£ 315,957
Foodstuffs of vegetable origin..	213,106	241,732	+ 28,626
Beverages (chocolate, cocoa, etc)...	48,176	78,085	+ 29,909
Spirits and alcoholic liquors, etc..	27,597	15,826	— 11,771
Tobacco and preparations thereof..	436,944	1,527,937	+ 1,090,993
Live animals..	2,898	698	— 2,200
Animal substances (glue, etc.)..	5,799	30,419	+ 24,620
Vegetable substances (resin, seed, etc)	201,014	168,653	— 32,361
Apparel, textiles and mfd. fibres	1,586,102	4,109,844	+ 2,523,742
Oils, fats and waxes (kerosene, etc.)..	1,726,800	2,495,611	+ 768,811
Paints and varnishes..	218,614	326,615	+ 108,001
Stones and industrial minerals..	18,287	42,030	+ 23,743
Metals and ores, manufactured..	320,617	335,340	+ 14,723
Machinery and manufactures of metal (including motor cars, bicycles, etc)	5,313,696	8,509,002	+ 3,195,306
Rubber and leather manufactures (not boots)	764,585	1,009,402	+ 244,817
Wood, raw and mfd. (furniture, lumber, etc.)	776,085	1,209,175	+ 433,090
Glassware, plaster of Paris, etc..	181,998	587,569	+ 405,571
Paper, printing ,etc..	879,076	2,442,333	+ 1,563,257
Jewellery, clocks and fancy goods..	226,615	319,656	+ 93,041
Instruments, optical, surgical, etc..	481,575	472,394	— 9,181
Drugs, medicines, chemicals, etc..	696,950	1,284,492	+ 587,542
Electrical material, musical instruments, etc.	806,301	1,768,780	+ 962,479
Total imports of United States origin ..	£15,453,855	£27,180,796	+£11,726,941

EXPORTS TO UNITED STATES.

Particulars of Australian exports to the United States in 1918-19, compared with 1917-18, are shown in the appended table:—

	1917-18.	1918-19.	+Increase. —Decrease.
Foodstuffs of animal origin	£ 176,368	£ 157,088	— £ 19,280
Foodstuffs of vegetable origin	2,627,824	1,405,418	— 1,222,406
Animal substances (wool, skins, hides)	6,256,653	6,128,845	— 127,808
Vegetable substances	221,095	457,819	+ 236,724
Apparel, textiles, etc.	2,045	20,166	+ 18,121
Oils, fats and waxes	112,626	75,784	— 36,842
Metals not manufactured and ores	1,032,190	676,305	— 355,885
Machinery and metal manufactures	2,707	2,952	+ 245
Rubber, leather, etc.	96,198	12,857	— 83,341
Wood (timber, etc.)	76,257	42,816	— 33,441
Earthenware, etc.	6	18	+ 12
Paper and stationery	3,138	2,648	— 490
Jewellery, precious stones, etc.	4,135	3,817	— 318
Drugs, chemicals (eucalyptus oil, etc.)	17,172	7,124	— 10,048
Miscellaneous articles	21,620	15,728	— 5,882
Total exports of Australian origin	£10,412,911	£8,528,078	— £1,884,832
Total exports of other produce	237,123	481,317	+ 244,194
Total	£10,650,034	£9,009,395	— £1,640,639

IMPORTATIONS OF INTEREST TO CANADIANS.

It is impossible to condense, within the limits of this report, a comprehensive review of the 872 distinct classifications of the importations into Australia in 1918-19, nor is it considered that any special service could be rendered to Canadian trade by commenting upon all the schedules.

The trade returns of the Commonwealth are held for reference by the Department of Trade and Commerce, Ottawa, to whom application should be made for any special return required by manufacturers and exporters. It is considered that, as in previous years, statistical returns, supplemented by brief comment on the principal lines of goods and products of likely interest to Canadian manufacturers, is all that is necessary to emphasize the large trading requirements of the Commonwealth.

In subsequent paragraphs will be found particulars relative to the principal lines of Australian imports in 1918-19 which are considered to be of special interest to manufacturers.

IMPORTS OF AGRICULTURAL IMPLEMENTS.

Even in normal years, the importations into Australia of agricultural machinery and farming implements has fluctuated considerably, therefore it is surprising that, under the war conditions of 1916-17, the trade has been so well maintained.

The demand varies according to climatic conditions, to the new areas being opened up and to the extent of stocks, perforce, carried over from one season to another.

The total imports of agricultural machinery and implements, from all countries, into the Commonwealth for the years 1916-17 to 1918-19 are shown thus:—

Australian imports	1916-17.	1917-18.	1918-19.
Agricultural machinery, etc.	£508,386	£350,148	£665,568

CANADIAN AGRICULTURAL IMPLEMENTS.

As for many previous years, Canada maintained the predominating position in 1918-19 in the imported agricultural machinery and implement trade of the Commonwealth. This position has been attained by supplying implements suitable for the varied requirements of the Australian states, combined with the expert selling organization of branch houses and capable and experienced agents. For cultivating, sowing and cutting the importations are, in the main, agricultural machinery made in Canada and the United States.

In normal years, the importations from the United Kingdom are chiefly composed of plough-shares, plough-boards and articles used by Australian manufacturers in the construction of locally made implements. Threshing outfits, rollers, mowers and cream separators are, to some extent, of British make.

For comparative purposes, the annexed schedule illustrates the value of Australian importations from the three principal sources of manufacture in Canada, the United States and the United Kingdom, for the last three years:—

Agricultural machinery.	From Canada.	From United States.	From United Kingdom.
Australian imports, 1916-17	£245,310	£226,004	£30,557
Australian imports, 1917-18	169,786	157,358	19,050
Australian imports, 1918-19	334,929	257,569	69,703

AGRICULTURAL MACHINERY IMPORTS CLASSIFIED.

Many items of agricultural machinery of minor importance are included in the Commonwealth trade classification with items of considerable value. In giving the values of the importations for the last two years in the appended schedules, comment is made only upon the more important items. As heretofore, should detailed information be required by manufacturers of special farming machinery and implements as to their adaptability for the Australian trade, it will be furnished on application.

The classification and values of the imports into Australia, showing increases and decreases, will be found in the appended tables.

Chaffcutters and Horse Gears, Chaffcutter Knives, Corn Shellers, Corn Huskers, Cultivators N.E.I., Harrows, Ploughs N.E.I., Plough-Shares, Plough Mould Boards, Scarifiers.

Country of origin.	1917-18 value.	1918-19 value.	+Increase. —Decrease.
United Kingdom	£ 3,660	£12,599	+ £ 8,939
Canada	17,238	89,374	+ 72,136
New Zealand	1,675	808	— 867
Other British countries	.....	47	+ 47
United States	28,368	58,353	+ 29,985
Other foreign countries	6	32	+ 26
	£50,947	£161,213	+ £110,266

Combined Corn Shellers, Husker and Bagger; Combined Corn Sheller and Husker; Disc Cultivators, Stump Jump Plough, Winnowers; Seats, Poles, Swingle Bars, Yokes and Trees for Agricultural Machines, when imported separately.—Imports.

Country of origin.	1917-18 value.	1918-19 value.	+Increase. —Decrease.
United Kingdom	£ 71	£ 60	— £ 11
Canada	2,460	31,142	+ 28,682
United States	10,038	16,166	+ 6,128
	£12,569	£47,368	+ £34,799

Imported stump jump ploughs are almost exclusively Canadian, while the trade in disc cultivators, seats, poles, swingle bars, yokes and trees are held by Canada and the United States. Corn shellers and huskers are unimportant in value. The competition of Australian manufacturers has a direct bearing upon the importations under this classification.

Drills (Fertilizers, Seed and Grain).

Country of origin.	1917-18 value.	1918-19 value.	+Increase. —Decrease.
United Kingdom	.....	£ 134	+ £ 134
Canada	£16,478	33,345	+ 16,867
United States	4,701	3,177	— 1,524
	£21,179	£36,656	+ £15,477

For years the importation of drills has fluctuated considerably through various factors, such as a carry-over from a previous poor season and higher factory costs and abnormal freights, scarcity of labour, as during the previous war years, prevented the opening up of new country which obviously affected the demand for drills. The increase in 1918-19 values is attributable to drills made in Canada.

Attachments for Drills (Fertilizers—Seed and Grain).—Imports.

Country of origin.	1917-18 value.	1918-19 value.	+Increase. —Decrease.
United Kingdom	£ 267	.....	— £ 267
Canada	3,548	£ 6,680	+ 3,132
New Zealand	5	.....	— 5
United States	1,882	721	— 1,161
	£5,702	£7,401	+ £1,699

This trade is dependent upon replacements required for imported drills and parts used by Australian manufacturers of agricultural machinery.

Harvesters (Strippers).—Imports.

Country of origin.	1917-18 value.	1918-19 value.	+Increase. —Decrease.
Canada	£66,186	£105,050	+ £ 38,864
United States	15,714	79,203	+ 63,489
	£81,900	£184,253	+ £102,353

The variation in the importation of certain lines of agricultural machinery from year to year is illustrated in stripper harvesters. In 1915-16 the imports were valued at £18,213; in 1916-17 the value was given at £142,042, which, in comparison with the above classification, demonstrates the marked disparity between the seasons. These massive Canadian machines are held to be superior to all competitors. Stripper harvesters (which are also extensively made in Australia) can only be used under dry climatic conditions, such as in Australia and the Argentine, where the grain ripens on the straw.

Metal Parts of Stripper Harvesters and Strippers.—Imports.

Country of origin.	1917-18 value.	1918-19 value.	+Increase. —Decrease.
United Kingdom	£ 6	.....	— £ 6
Canada	4,220	£5,239	+ 1,019
United States	3,923	3,809	— 114
	£8,149	£9,048	+ £899

Coincident with the increased importations of stripper harvesters and reaper threshers was the expansion in the importation of parts. This trade is dependent upon replacements required for imported drills and parts used by Australian manufacturers of agricultural machinery.

Mowers, Reapers and Reapers and Binders.—Imports.

Country of origin.	1917-18 value.	1918-19 value.	+Increase. —Decrease.
United Kingdom	£ 528	£ 508	— £ 20
Canada	47,228	51,004	+ 3,776
New Zealand	.....	42	+ 42
United States	37,123	11,565	— 25,558
	£84,879	£63,119	— £21,760

With the much enhanced costs of all agricultural machinery in recent years, it is admitted that farmers are now taking much better care of their harvesting outfits and the strong demand for replacements is an indication in this regard. As in other lines the demand for reapers and binders—which are only used a few weeks in harvesting—is subject to extreme fluctuations, for much depends upon climatic conditions. Mowers are mainly used for cutting lucerne (alfalfa), which is a quick-growing crop, hence these machines are in operation the year round in Australia.

Agricultural Implements, N. E. I. (Dutiable).—Imports.

Including cane loaders, unloaders, and harvesters; channel making graders; garden and field spraying machines, rollers, hose reels, syringes, horse road rollers and machines, lawn mowers, sweepers and sprinklers, road scoops and scrapers; scoops; stump extractors:—

Country of origin.	1917-18 value.	1918-19 value.	+Increase. −Decrease.
United Kingdom	£ 2,814	£ 2,671	− £ 143
Canada	5,940	445	− 5,395
United States	28,243	46,960	+ 18,717
Other foreign	71	90	+ 19
Other British	136	9	− 127
	£37,204	£50,175	+ £12,971

In garden and orchard implements, and other lines included in this miscellaneous schedule, United States manufacturers continue to hold the bulk of the trade. Well-established makes of British and United States lawn mowers control the bulk of the Australian requirements. The demand continues throughout the entire year, and is undoubtedly worthy of the close attention of manufacturers in the Dominion. Channel graders and scoops, chiefly from the United Kingdom and the United States, are used in irrigation and swamp reclamation works.

Agricultural Implements, Other Imports.

Including testers and pasteurizers, cotton gins, fibre scutching machines, hand-worked rakes and ploughs combined, hay tedders, horse rakes, lucerne bunchers, maize harvesters, maize binders, milking machines, mould board plates in the rough and not cut into shape, potato raisers or diggers, potato sorters, root cutters, pulpers, and graders, straw stackers, sub-surface packers, threshing machines, etc.

Country of origin.	1917-18 value.	1918-19 value.	+Increase. −Decrease.
United Kingdom	£11,704	£53,731	+ 42,027
Canada	6,488	12,650	+ 6,162
New Zealand	1,202	1,301	+ 99
Sweden	.....	1,038	+ 1,038
Denmark	823	.....	− 823
United States	27,366	37,615	+ 10,249
Japan	1	.....	1
	£47,584	£106,335	+ £58,751

The importations from Canada are chiefly horse rakes, lucerne bunchers, root cutters, pulpers and sub-surface packers. Importations from the United Kingdom are mainly represented in mould board plates and a few threshing outfits. From the United States the leading lines under the above schedule are similar to those from Canada with the addition of rakes, bunchers and mould board plates.

LIME SPREADERS ON AUSTRALIAN FARMS.

As outlined in *Weekly Bulletins* Nos. 652 and 711, a demand has arisen for lime spreaders to overcome the sourness of the soil caused by the continued use of super-

phosphates as a fertilizer. The spreaders are in chief demand in the districts where lucerne (alfalfa) is under cultivation. The majority of the machines in use are made in Australia, but Canadian and United Kingdom spreaders participate in the trade.

CORN PLANTERS.

In Australia corn planters are known as maize drills. What is known as the check row planter in North America has not found favour in Australia. Under normal seasons the sale of single-row corn planters—or maize drills—is not estimated to exceed 1,000 planters, of which the importations are from Canada and the United States. The sale is chiefly in the States of Queensland and New South Wales. It is estimated that about one-third of the planters are equipped with a small fertilizer attachment to permit the sowing of superphosphates or bone dust along with the corn.

IMPORTATION OF FARMING IMPLEMENTS IN 1920-21.

From a seasonable aspect, the probabilities now are that Australia may harvest almost a record crop, but much depends upon spring rains in September or early in October. With record prices ruling for wheat and other primary products, farmers will be in a much improved financial position, although the failure of last season's crop had an obvious effect upon their resources.

The marked decrease of £238,583 in the value of the 1919-20 Australian importations of agricultural machinery and implements, in comparison with the previous year, may to some extent be attributed to drought conditions and the carry-over from the previous season, but the figures are rather ominous especially in view of the greatly increased customs duties which came into effect at the end of March, 1920.

Further, the factory costs of overseas implements have recently substantially increased, but in this regard Australian manufacturers are no better off in that their raw materials have also advanced. Ocean freights on such bulky merchandise do not indicate any immediate prospect of a marked reduction, hence the outlook for Canadian farming implements during the concurrent fiscal year has rarely been so uncertain.

Much, however, depends upon climatic conditions, which will have the most important bearing upon importations.

AUSTRALIAN AGRICULTURAL IMPLEMENT FACTORIES.

The manufacture of agricultural machinery is an important and old established Australian industry. While Melbourne is the chief centre of the industry, factories are in operation in all the states. In country towns there has been an increase of small factories. Since the outbreak of the war there has been no expansion in the output owing to the difficulty in obtaining necessary materials from oversea and the scarcity of skilled labour. Excluding reapers and binders, mowers and rakes—all of which have hitherto been imported—Australian factories produce implements similar to those imported from oversea. The local output chiefly consists of stripper harvesters, winnowers, grain and fertilizer drills, disc and tyne cultivators, and stump jump ploughs.

The appended table gives particulars concerning Australian agricultural machinery factories for the years 1916 and 1917 (the latest available):—

	1916.	1917	+Increase. —Decrease.	
Number of factories	151	142	—	9
Number of employees	3,538	3,313	—	225
Actual horse-power of engines used	2,811	2,613	—	198
Approximate value of land and buildings	£355,108	£340,521	—	£14,587
Approximate value of plant and machinery	£336,397	£339,244	+	£2,847
Total amount of wages paid	£425,866	£427,102	+	£1,236
Value of fuel used	£29,067	£27,659	—	£1,408
Value of raw material worked up	£757,231	£798,110	+	£40,879
Value of final output	£1,457,645	£1,465,955	+	£8,310
Value added in process of manufacture	£700,414	£667,845	—	£32,569

AGRICULTURAL IMPLEMENTS EXPORTED FROM AUSTRALIA.

The values of Australian-made agricultural implements and machinery exported from the Commonwealth in 1917-18 and 1918-19 are tabulated thus:—

Australian (origin) exports.	1917-18. Value.	1918-19. Value.	+Increase. —Decrease.
Cream separators	£ 459	£ 1,120	+ £ 661
Ploughs and harrows	2,244	3,481	+ 1,237
Stripper harvesters	2,053	3,475	+ 1,422
Harvester parts	2,967	243	— 2,724
Implements (unspecified)	16,610	20,837	+ 4,227
	£24,333	£29,156	+ £4,823

These comparatively small figures do not convey the extent of the export trade in normal years, as in 1913 the Australian exports—chiefly of stripper harvesters—to the Argentine Republic were valued at £175,000. The high cost of materials, but more particularly the entire lack of ocean transportation, has terminated the export trade for the time being. The adverse trading conditions have to some extent been compensated for by the strong domestic demand.

ITALY'S TRADE FOR THE FIRST FIVE MONTHS OF 1920.

By L. Calderini, Office of the Canadian Trade Commissioner.

Milan, September 13, 1920.—The published trade returns which have just appeared for the first five months of 1920 show a gradual increase in Italy's foreign trade, thus bettering the equilibrium of exchange with the different countries doing business with Italy.

In the January-May period, 1920, the total imports and exports amounted to 9,475 million lire showing an increase of 740,600,000 lire as compared with the corresponding period of 1919. Imports show a slight if not excessive decrease being valued at 6,337.5 million lire as against 7,098.9 million lire in the first five months of 1919; whereas exports are increasing considerably, and are almost double those of last year, having risen from 1,635,400 lire to 3,137,500 lire.

It should be noted, however, that the foregoing figures are provisional and that the revised figures will show higher values owing to the advanced prices of 1920 over 1919.

Notwithstanding the above, Italy's unfavourable balance is still a large one, but hopes are expressed that the difference existing between imports and exports will be made up, in a shorter period than that anticipated last year, if the production of the many native industries is not hampered by new and unforeseen obstacles.

The gradual return to unrestricted trading and the decreasing paternalism shown by the state in Italy's business abroad will favour the development of the country's foreign trade.

Analyzing the monthly trade of the current year only a slight increase in imports is noticeable, but the remarkable increase shown in exports during the first three months remains stationary during the last two.

There is given hereunder the monthly trade returns for the January-May period 1920-1919, together with corresponding differences:—

	Imports.			Exports.		
	1920.	1919.	Difference. (Millions of lire).	1920.	1919.	Difference.
January	1,001	1,061	— 59	497	260	+ 237
February	1,141	1,367	— 227	616	301	+ 315
March	1,431	1,656	— 225	683	366	+ 317
April	1,363	1,651	— 288	678	350	+ 329
May	1,401	1,363	+ 37	662	358	+ 304
	6,337	7,098	— 761	3,137	1,635	+ 1,502

If the differences indicated between imports and exports do not change in the coming months, it is anticipated that Italy's deficit for the current year will amount to about 7 milliard lire as against more than 11 milliard lire in 1919.

ITALIAN TRADE ACCORDING TO COUNTRIES.

The following statistics show the value of Italy's foreign trade with the principal countries concerned for the first five months of 1920-1919:—

Imports.

Countries.	January-May, 1920.	January-May, 1919.	Difference.
	(Millions of lire.)		
Austria	189.2	.....	+ 189.2
Czecho-Slovakia	79.8	.....	+ 79.8
France	525.6	145.0	+ 380.6
Germany	249.5	.....	+ 249.5
Great Britain	946.4	817.9	+ 128.5
Greece	18.6	5.9	+ 12.7
Spain	55.3	97.6	— 42.3
Switzerland	152.3	72.7	+ 79.6
British West Indies	289.9	393.1	— 103.2
Egypt	53.6	111.5	— 57.9
Tripolitania and Cyrenaica	3.4	5.0	— 1.6
Tunis	33.0	23.6	+ 9.4
Argentina	681.5	616.8	+ 64.7
Brazil	114.7	120.0	— 5.3
United States	1,883.3	2,950.5	—1,067.2
Other countries	1,061.4	584.1	+ 477.3
	6,337.5	5,943.7	+ 393.8

Exports.

Countries.	January-May, 1920.	January-May, 1919.	Difference.
	(Millions of lire.)		
Austria	131.7	.....	+ 131.7
Czecho-Slovakia	36.3	.....	+ 36.3
France	524.6	309.5	+ 215.1
Germany	103.7	.....	+ 103.7
Great Britain	428.4	140.8	+ 287.6
Greece	66.5	40.1	+ 26.4
Spain	57.5	9.0	+ 48.5
Switzerland	370.2	104.1	+ 266.1
British Indies	50.0	12.1	+ 37.8
Egypt	102.3	16.2	+ 86.1
Tripolitania and Cyrenaica	34.4	38.2	— 3.8
Tunis	22.3	7.2	+ 15.1
Argentina	105.5	25.1	+ 80.4
Brazil	48.0	7.8	+ 41.2
United States	326.6	39.4	+ 287.2
Other countries	729.5	256.4	+ 473.1
	3,137.5	1,002.0	+2,135.5

The imports for the current year from most countries show a considerable decrease as compared with the provisional figures of the January-May period of 1919. Italian imports from the United States show a decrease of 1 milliard and 67 million lire, from the British Indies of 103 million lire, from Spain 42 million, from Egypt 58 million, and from Brazil 5 million. On the other hand imports from the United Kingdom register an increase of 128 million lire, from France 380 million, and 477 million lire from other countries n.o.s.

It is, moreover, interesting to notice the increase in imports from the Central Empires, Germany having exported to Italy during the first five months of 1920, goods valued at almost a quarter of a milliard of lire, Austria-Hungary about 190 million lire and Czecho-Slovakia about 80 million.

The values of exports to all countries, however, have advanced with the exception of those to Tripolitania and Cerenaica, which register a slight decline.

TRADING WITH GREECE.

Trade Commissioner W. McL. Clarke.

XIII.

Forest Products.

IMPORTATIONS OF FOREST PRODUCTS.

The table subjoined gives the total value of the importations of forest products into Old Greece for the year 1913, and into Old and New Greece for the year 1914:—

	Dr.
Imports for 1913 into Old Greece	13,342,935
" 1914 into Old Greece	14,373,208
" 1914 into New Greece	6,851,108
Total for 1914	21,224,316

LUMBER.

Pine and Fir for Construction Purposes in General.

	Quantity. Cubic metres.	Value. Dr.
Imports for 1912 into Old Greece	54,938	6,592,560
" 1913 into Old Greece	38,703	4,644,360
" 1914 into Old Greece	49,447	6,428,110
" 1914 into New Greece	13,365	2,138,400
Total for 1914	62,812	8,566,510

Beams and Planks of Pine and Fir.

	Quantity. Cubic Metres.	Value. Dr.
Imports for 1912 into Old Greece	27,370	3,558,100
" 1913 into Old Greece	21,591	2,806,830
" 1914 into Old Greece	24,614	3,445,960
" 1914 into New Greece	13,772	2,341,240
Total for 1914	38,386	5,787,200

Pine and Fir Logs.

	Quantity. Cubic Metres.	Value. Dr.
Imports for 1912 into Old Greece	18,078	1,229,304
" 1913 into Old Greece	23,666	1,538,290
" 1914 into Old Greece	27,981	1,958,670
" 1914 into New Greece	3,410	272,800
Total for 1914	31,391	2,231,470

Oak.

	Quantity. Cubic metres.	Value. Dr.
Imports for 1912 into Old Greece	7,760	1,241,600
" 1913 into Old Greece	5,035	805,600
" 1914 into Old Greece	1,164	209,520
" 1914 into New Greece	94	18,800
Total for 1914	1,258	228,320

Box Shooks Cut to Measurement.

	Tons.	Dr.
Imports for 1912 into Old Greece	86	9,247
" 1913 into Old Greece	7	808
" 1914 into Old Greece	26	3,804
	Cubic Metres.	
1914 into New Greece	161,512	403,780

Beech for Staves.

	Tons.	Dr.
Imports for 1912 into Old Greece	3,150	112,548
" 1913 into Old Greece	1,960	70,024
" 1914 into Old Greece	4,180	179,160

Wooden Hoops.

	Tons.	Dr.
Imports for 1912 into Old Greece	3,044	130,507
" 1913 into Old Greece	3,102	132,986
" 1914 into Old Greece	3,125	156,186
" 1914 into New Greece	15	990
Total for 1914	3,140	157,176

Staves for Barrels.

	Tons.	Dr.
Imports for 1912 into Old Greece	13,695	978,340
" 1913 into Old Greece	9,276	662,611
" 1914 into Old Greece	11,141	875,553
" 1914 into New Greece	580	116,175
Total for 1914	11,721	991,728

LUMBER USES IN GREECE.

The uses for lumber and the principal kinds used may be classified under the following headings: (*a*) spruce and white pine for currant cases; (*b*) spruce and pitch-pine for building materials; (*c*) beech and white oak for currant barrels; (*d*) white oak for olive, olive oil and wine barrels; (*e*) walnut, maple, oak and pitch-pine for furniture making. The greatest part of the demand however is for currant cases, building, and currant barrels.

It will be evident from the foregoing statistical tables that relatively small quantities of finished box shooks are imported owing to the high Greek tariff on such products. The prevailing custom therefore is to buy the necessary kind of lumber in certain specified dimensions and saw them in the local mills.

SPECIFICATIONS FOR IMPORTED LUMBER.

One of the largest timber importers at the Piræus give the writer the following specifications for the most important woods consumed in Greece:—

Spruce.

in.	in.	
3	x 8	13-25 ft.
3	x 9	
3	x 10	
3	x 11	
3	x 12	
½	x 8	
½	x 10	
½	x 11	
½	x 12	
¾	x 8	13-16 ft.
¾	x 9	
¾	x 10	
¾	x 11	
¾	x 12	
1	x 8	
1	x 9	
1	x 10	
1	x 11	
1	x 12	
1½	x 8	
1½	x 9	
1½	x 10	13-16 ft.
1½	x 12	
2	x 2	
2	x 8	
2	x 9	
2	x 12	
2½	x 2½	
3	x 3	
3	x 4	

White Pine.

in.	in.	
1	x 10	10-16 ft.
1	x 12	
1½	x 10	
1½	x 12	
2	x 10	
2	x 12	

Pitch-pine.

in.	in.	
1	x 4	10-20 ft.
1¼	x 4	
1½	x 10	
1½	x 12	
2	x 10	
2	x 12	
3	x 8	
3	x 10	
3	x 12	
8	x 8	20-40 ft.
8	x 10	
8	x 12	
9	x 9	
10	x 10	
10	x 12	
11	x 13	
12	x 12	

LUMBER FOR CONSTRUCTION PURPOSES.

Like many big cities to-day, Athens is greatly in need of new building accommodations. Apartments can only be found with difficulty and at prices greatly enhanced over pre-war rentals. Apart from the need of private homes there is a movement on foot to construct many new public and government buildings in the city and this contemplated extension entails the expenditure of several millions of drachmas on lumber which will have to be imported. Lumber for building houses and for general construction purposes will also be required throughout Old Greece, while enlargement of the Piræus and the bettering of other Greek ports are also worthy of study by possible exporters.

By far the most important demand for lumber in Greece however comes to-day from Eastern Macedonia. The rebuilding of these provinces is under the Greek Ministry of Reconstruction, and the minister himself told the writer that he would do whatever was possible to facilitate the imports of Canadian lumber for this purpose. There are some 130 villages to be rebuilt involving the setting up of 12,000 to 15,000 houses. The manager of the company which has this work directly in charge has spent several years in Western Canada and was most keen about getting Canadian supplies. In addition to the 20,000 cubic metres of timber required (sawn to dimensions) there is a market for some 50,000 doors and 50,500 windows. What was most necessary so far as Canada was concerned, claimed the manager, was adequate means of shipping to Greece. Otherwise Canada would not be able to quote and deliver in competition with other tenders. Although the urgency of the reconstructive measures are recognized it was not believed likely that the work would be executed immediately but rather gradually and over some considerable length of time. Interested firms at home should get in touch with the company for the reconstruction of Eastern Macedonia at Salonica and also with the Ministry of Reconstruction, Athens.

There is a further need of lumber for rebuilding Salonica itself, which was visited by the writer and where he saw a city almost in ruins as a result of the great fire of 1917 which wiped out about two-thirds of the city. Whether the grandiose blueprints which call inter alia for underground railways, beautiful public squares, large hotels and municipal buildings, will ever be realized, is rather doubtful at present, but one thing is certain, that the city must be at least partially built. If the city is to have the future importance for hinterland trade which many in Greece now predict, it is only natural to infer that very complete rehabilitations will have to take place.

PRE-WAR SOURCES OF LUMBER.

Most of the lumber for construction purposes used in Greece was in pre-war times imported from the Danube valley, viz.: from Austria, Roumania and Bulgaria. Considerable supplies were also obtained from Southern Russia and Norway. Austrian pine and fir have received the largest orders, often being filled in a 70 per cent and a 30 per cent basis respectively. It should also be noted that Greece generally buys 50 per cent first grade, 40 per cent second grade and 10 per cent third grade qualities.

BOX SHOOKS.

Patras being the great shipping centre for the Greek currant trade is the most important market for box shooks. The annual consumption of currant cases amounts to approximately 2,500,000 the most of which about 2,000,000 are quarter cases which hold 50 pounds of fruit. Cases and half cases are much less frequently used (some 500,000).

As pointed out previously, the duty on the finished knocked down crate is much less favourable than on the lumber itself from which the shooks can be made and importers generally find it in their interests to buy the semi-manufactured material.

The lumber for Greek box shooks has come principally from Austria—the Austrian white fir—a fairly light and tough wood being preferred. The kind of wood is especially important and should not have a resinous odour. The material should also be fairly light and tough and not likely to split when made into shooks.

The outside measurements of the finished quarter case are 19½ inches length by 11 inches width by 9 inches depth; the finished ½ cases, 22½ inches length by 11½ inches width by 11 inches depth; the finished cases 31½ inches length by 12½ inches width by 12 inches depth. The pieces for the sides of the case should be ⅝ inches thick and the pieces for the ends ⅝ inches thick. The ends which are set in should always be of one piece as the strength of the case depends largely upon the ends. The top should also be of one piece as also one side.

THE STAVE MARKET.

Barrel staves are also in demand for making currant containers and some 2,000,000 staves are consumed annually. The dimensions of the currant barrels are (outside measurements), height 33 inches; perimeter at head, 54 inches; perimeter at middle 75 inches. The containers should be able to hold about 300 pounds of dried currants. Split hoops as on flour barrels are used. The stave itself must be of a light, tough and flexible wood and should measure about 5/11 inches to ⅜ inches thick in the rough. Staves are preferably shipped in the rough state and not finished owing to the saving in duty thereby effected. A barrel when put together should weigh from 26 to 28 pounds.

There is also a market for barrel staves to be made into olive oil and olive barrels capable of holding about 300 pounds. The finished barrel should weigh 45-50 pounds and the stave should be from 33 inches to 36 inches long.

CANADIAN OPENINGS.

Given shipping connections between Canada and Greece and assuming competitive quotations it will further be necessary to make Canadian lumber known on the Greek market. Samples of Canadian lumber with prices c.i.f. Piræus should be sent forward to reliable importers and the largest purchasers should be made familiar with the Canadian forest products. Even if some importers are already acquainted with Canadian lumber and have in fact imported from Canada—the writer e.g. saw Canadian spruce deals and boards at the Piræus—yet extended propaganda work cannot fail to give material results in the interests of Canadian exporters, provided a home firm is prepared to cater to the Greek requirements.

IMPORTS OF WOOD MANUFACTURES.

The statistics subjoined give the total importations into Old Greece of wood products for the years 1913, and into Old and New Greece for 1914:—

	Dr.
Imports for 1913 into Old Greece	182,132
" 1914 into Old Greece	128,849
" 1914 into New Greece	732,313
Total for 1914	861,162

Wooden Toys.

	Lb.	Dr.
Imports for 1913 into Old Greece	11,680	83,360
" 1914 into Old Greece	4,670	33,360
" 1914 into New Greece	2,604	20,460
Total for 1914	7,274	53,820

The bulk of this toy trade was executed by Austria, Italy, France and Germany.

Bent Wood Chairs.

	Lb.	Dr.
Imports for 1913 into Old Greece	3,606	5,152
" 1914 into Old Greece	3,164	4,520
" 1914 into New Greece	141,251	240,512
Total for 1914	144,415	245,032

This trade was in the hands of Austria.

Common Woodenware Articles.

	Lb.	Dr.
Imports for 1913 into Old Greece	165,200	5,879
" 1914 into Old Greece	204,400	7,261
" 1914 into New Greece	562,800	28,185
Total for 1914	767,200	35,446

Germany and Austria lead in these Greek imports.

TRADING WITH ROUMANIA.

Trade Commissioner L. D. Wilgress.

XV.

Import Restrictions.

According to a decree published in the *Moniteur Oficiel* of July 11, 1919, the importation into Roumania of articles of luxury was prohibited. Two lists were given, "A" and "B," the goods mentioned in Table A being absolutely prohibited to be imported, while those set forth in Table B may be imported only with the permission of the Ministry of Commerce and Industry.

The two tables in question are given herewith:—

Table A.—List of Articles Prohibited to be Imported.

No.

1. Jewellery of silver or gold with or without precious stones and platinum jewellery. Pearl necklaces.
2. Carpets, woollen, Indian, Turkish, Persian or from other Oriental countries.
3. Indian or Turkish shawls.
4. Ornamental feathers of any kind, also birdskins and stuffed birds, articles of feathers for wearing apparel.
5. Silk lace.
6. Sparkling wines and liqueurs.
7. Rings or ear-rings of silvered or gilt metal.
8. Jewellery of silver-plated or gold-plated metal or combined with imitations of precious stones.
9. Perfumes of all kinds except unscented eau de Cologne, mouthwashes and hairwashes.
10. Articles of ivory, tortoise shell, mother-of-pearl, and other shells, worked or unworked.
11. Busts and statues of marble, ornamental wares of alabaster, serpentine or marble, furniture accessories such as fancy tables, inkstands, candle-sticks, paperweights, cups, statues, medallions, frames, etc., manufactured from the above materials or from agate, onyx, malachite, rock crystal, garnet, jet, "tourmaline," or other precious stones or combined with gold or silver.
12. Worked coral or any kind of precious stone, worked or unworked, also imitations of same.
13. Articles of meerschaum or imitation meerschaum.
14. Art glass, e.g. mirrors, candlesticks, frames for mirrors, and pictures, mosaics, charms, beads, bracelets, necklaces, hand mirrors.
15. Iron fancy candelabra or chandeliers, nickelled, silvered or gilt.
16. Small silvered or gilt fancy articles of zinc for desks, etc.
17. Fancy articles of tin alloyed with lead, zinc, antimony, nickelled, silvered or gilt, and in general all kinds of fancy ornaments.
18. Fancy articles of aluminium or its alloys, combined with silk, mother-of-pearl, ivory, tortoise shell, silver or gold.
19. Fancy articles of nickel, silvered or gilt for tables, desks, etc., and articles of nickel alloy, silvered, gilt, or combined with siver and gold.
20. Busts and statues of art, combined with fine materials, and all other articles of sheet copper, and its alloys, silvered or gilt.
21. Silver or gold articles, not otherwise specified used for ornaments.
22. Leather articles combined with precious metals or fine materials.
23. Powder puffs combined with fine materials.
24. Made-up articles of pure silk fabric.
25. Clothing and made-up articles of silk, wool or cotton, trimmed with fur, feathers, handmade lace, or embroidery, also linen goods trimmed as above.
26. Articles of tarred, waxed or varnished cloth, combined with Morocco leather, tortoise shells, mother-of-pearl or precious metals.
27. Dogs, fancy or sporting.
28. Canaries, peacocks, parrots, pigeons, pheasants, and other fancy birds.
29. Figures and masks of wax.
30. Ornamental trees or shrubs.
31. Fans of feather, lace, embroidery, silk or other materials, combined with fine materials.
32. Beads, etc., of brass, silvered or gilt, of silver gilt, of silver or gold.
33. Toys of all kinds, and of any material.
34. Caviare, fresh, salted or pressed.
35. Fresh oysters.
36. Spirits of fruits, roots of plants, e.g. cognac, armagnac, rum, slivovitz, natural fruit spirits and tafia.
37. Bracelets, necklaces, and fancy beads, made from porcelain, china, etc.
38. Musical boxes with clockwork mechanism, gramophones, etc.

Roumania—Prohibited Imports.—*Continued.*

No.

39. Artificial flowers or parts thereof, made from paper, porcelain, glass, celludoid, india-rubber, wax or other paste, and in general all other trimmings for ladies' hats.
40. Spirits distilled from grain, beet and molasses, combined or not with sugar, and with or without aromatics.
41. Wine, must, and grape juices of all kinds.
42. Fresh fruits of all kinds, except lemons, oranges and fruits required for medicinal purposes.
43. Jams, fruits or roots preserved in honey, sugar or sweetened alcohol, candy, syrups, jellies, fruit paste, stewed fruits, rahat, sweets of all kinds.
44. Handmade lace of any vegetable textile material, mixed or otherwise, handmade embroideries of any material.
45. Lamp shades, flowerstands, all kinds of ornamental paper wares, fancy letter-paper, photo albums.
46. Prepared mustard, and all kinds of table sauces.
47. Cider and other fermented drinks.
48. Harmoniums, orchestrions, organs, and all other wind instruments, and parts of the same.
49. Tropical fruits, dried or preserved, except olives, coffee, capers and those used for medicinal purposes.

Table B.—List of Articles the Importation of which is subject to the Permission of the Ministry of Commerce and Industry.

1. Glass in metal frames, or stained.
2. Wire chains, silvered or gilt.
3. Furs of various animals from Tariff Nos. 82/4 simply sewn.
4. Fabrics of pure silk, coloured or plain, velvet, fine or open silk fabrics except those for sieves, gas mantels, or other silk fabrics for use in industry or science; fabrics and made-up goods of artificial silk.
5. Silk webbing, silk ribbons of all kinds, of tulle, gauze or velvet.
6. Neckties of pure silk.
7. Collars, cuffs, shirtfronts, with handmade embroidery or made of pure silk.
8. Collars, etc., as above, mixed with at least forty per cent of cotton or other vegetable textiles.
9. Braces, garters and belts made of pure silk embroidery or lace.
10. Braces, garters and belts made of mixed silk or trimmed with ribbons of mixed silk embroidery or machine-made lace.
11. Neckties or other neck-bands for ladies, of silk, or trimmed with embroidery or lace.
12. Corsets of silk or other textiles, trimmed, embroidered or with lace.
13. Dress protectors covered with silk.
14. Shawls, draperies, head-dresses, table-covers, bed-covers, curtains, etc., of silk, velvet plush, or other material if trimmed with embroidery or lace.
15. Umbrellas of silk and other material if trimmed, embroidered or with lace or with handles of fine material.
16. Fabrics of all kinds with metallic threads, excepting church vestments.
17. Unspecified articles of wire and brass and its alloys, silvered or gilt.
18. Hatpins, hairpins, buckles, hooks, etc., if silvered or gilt.
19. Round or flat wire or thread of metal used in embroidery tissues, ornaments, silvered or covered with silk, round or flat wire of thread or silver, plain or covered with any textile material, gilt wire or thread, and round or flat wire of gold or thread.
20. Buttons and combs of any metal, silvered or gilt, military buttons excepted.
21. Studs silvered or gilt.
22. Prepared furs of astrachan (stiliborn), blue or black fox, otter, marten, mink, ermine, chinchilla, Russian or Canadian sable.
23. Articles of fine leather (e.g. pocket-books, purses, cigarette cases, etc.), even combined with ordinary material.
24. Shoes and boots, etc., made of fine leather (kid, deer), etc., or of silk and leather.
25. Hats, clothing and trimming except military.
26. Pâté de foie gras, game pates, etc.
27. Powder puffs combined with ordinary material.
28. Tulle figured or embroidered, for ladies' veils, etc., and spangled tulles.
29. Gloves of cotton, linen hemp, or other vegetable materials embroidered by hand or with lace.
30. Furs (as in No. 22) not prepared.
31. Picture postcards.
32. Fancy porcelain articles (household articles excepted.)
33. Eyeglasses mounted in gold, silver, ivory, mother-of-pearl, or other fine material, also binoculars, opera glasses, etc.
34. Household utensils, silvered or gilt.
35. Brooches, buckles, corset hooks and fasteners, and similar articles of iron used for dress, if silvered or gilt. Also thimbles (not including articles of plain or nickelled iron).
36. Knives, polished, unmounted or mounted with fine wood, bone, zinc, ivory, tortoise shell, silver and gold, and scissors similarly mounted.
37. Pens, gilt or silvered.

ROUMANIA—IMPORTS SUBJECT TO PERMISSION.—*Continued.*

No.

38. Articles and wares of packfong, alpaca, argentan, etc., excepting table services.
39. Clocks with fine mountings.
40. Watches, with case of silver, silver gilt, gold, or other fine materials.
41. Fine skin for gloves, buckskin, vellum, patent leather and other fine leather.
42. Leather wares of all kinds for personal use, travelling articles, cases, portfolios and school bags made from small skins.
43. Hats made of fine felt.
44. Toilet soaps (perfumed or not) in tablets, paste, powder or liquid.
45. Panama hats, hats of palm fibre.
46. Hats, caps, bonnets, birets and other headgear of silk, plush or velvet.
47. Leather of all kinds for making portmanteaux, etc.
48. Furniture and all kinds of fancy cabinetmakers' wares, upholstered, carved, inlaid, combined with fine materials, gilt, silvered, enamelled.
49. Furniture of bamboo or other exotic woods, or combined with precious metals.
50. Small articles of cabinetwork, such as boxes, caskets, paper-knives, etc., combined with such fine materials and precious metals, and frames, blind rollers, combined with such materials or metals.
51. Wooden chairs, polished, painted, ornamented, combined with fine materials or precious metals.
52. Walking sticks, umbrella handles, whips, penholders, cigarette-holders, combined with fine materials and precious metals.
53. Woven mats of straw, reeds, exotic fibres, for ornamentation, when combined with fine materials.
54. Motor-cars and carriages "de luxe."
55. All furs and bird-skins not otherwise specified, dressed.
56. Tulles and guipures for curtains, bed covers, furniture-covers, etc., fine, i.e., mesh of network, with combination of spots.
57. Tulles of any vegetable textile material without pattern or embroidery, for ladies' wear, bows, also spotted tulles.
58. Lace of any textile material, machine-made, machine-made embroidery of any material for use in dressmaking, etc.
59. Ebony, mahogany, cedar and building woods in the rough or planed.
60. Chocolate or cocoa, ground or in tablets, in all forms, prune pulp, marmalade.
61. Parouet flooring.
62. Plush and velvet of any textile materials, whether bleached, dyed or printed or not.
63. Woollen and cotton clothes and other made-up articles lined with silk.
64. Paper marbled or moroccoed, fine cardboard for pictures and photographs, fine duplex paper and board, wallpaper, silk paper (tissue paper), glazed paper and boards, velvet paper, laced paper, goffered paper or cutpaper, paper canvas stuck on silk paper with monograms, emblems or any kind of designs in relief, gilt, silvered or bronzed, boxes of fine cardboard.
65. Skins and furs not otherwise specified, not dressed.
66. Articles made from animal hair mounted with fine wood, polished or carved, with horn, bone, brass, aluminium.
67. Raw silk of all kinds and floss, sewing silk, silk for embroidery and for making trimming or hosiery, dyed or undyed.
68. Beer.
69. Ribbons and trimmings of cotton and other vegetable fibres, woven or plaited, velveted, white or dyed.
70. Billiard balls, frames, combs and other articles made of celluloid, etc., for use as ornament, even combined with other materials (except combs, buckles, and all simple toilet accessories wholly of celluloid.)
71. Skates.
72. Pianos, grand and upright.
73. Skins prepared, of stag, goat, hare, opossum and musk.
74. All skins of knitted articles of wool, excepting gloves and stockings, cut out, or cut out and sewn or combined with other materials or decorated by hand, or embroidered, or trimmed with lace, trimmings, ribbons, buttons and braids, lace and tulle of wool.
    (NOTE.—Fabrics and made-up wares of wool or vegetable fibres, coloured or otherwise, printed or not, having machine-made embroidery (of wool or vegetable materials) or machine-made cotton lace, are permitted to be imported.
75. Fine felt.
76. Carpets and mats of jute, cocoanut fibre, or other similar material dyed or not, printed or not.
77. Skins, not prepared of stag, goat, hare, opossum and musk.

BUTTER PRICES IN THE UNITED KINGDOM.

The British Ministry of Food announced on September 25, that in view of the increased prices now being paid for supplies of imported butter, it was necessary to raise the retail price of Government butter from 3s. to 3s. 4d. per pound, effective from October 4.

SOUTH AFRICA'S IMPORTS.

Trade Commissioner W. J. Egan.

Chemicals, Drugs and Kindred Lines—*Continued.*

Glycerine, other than Crude.

	1915.	1919.	Decrease or Increase.
Total for the Union	$1,270,000	$467,860	—$802,140
Canada	9,000	.....	— 9,000
United States	5,300	8,300	+ 3,000
United Kingdom	1,187,000	429,420	— 757,580
Holland	69,000	.....	— 69,000
Australia	.....	29,175	+ 29,175
Argentina	.....	950	+ 950

This item was first made a separate customs entry in 1915. The comparison of last year's figures is therefore with those of that year.

The figures of import, so far as quantity is concerned, amounted to 1,687,584 pounds during 1919, the 1915 total being 7,123,539 pounds. Although there has been much development in soap manufacturing within the Union in recent years, this fact does not explain the tremendous drop in the import quantity of 1919 as compared with previous years, the total of domestic manufactured glycerine only reaching 1,180,609 pounds during the year 1918. It is quite probable, however, that importations will regain their former proportions during the current year.

Of the total quantity imported in the year under review, the United Kingdom was by far the largest shipper, totalling 1,511,378 pounds. British exporters have all along held the large proportion of this trade. The United States 1915 figure was 21,500 pounds, increased in 1919 to 24,218 pounds. Holland, which shipped a large quantity to this market in 1915, has not entered it since that year. Australia first shipped to South Africa in 1917, and continues sending fair annual quantities, the total for 1919 being 151,328 pounds. The Argentine Republic made a shipment of 33,204 pounds in 1918, which was reduced to 660 pounds in 1919. Brazil sent forward 1,964 pounds to this market in 1918, but has not shipped since.

Canada shared in the South African market for glycerine in 1915 (34,936 pounds) and 1918 (2,179 pounds), but has remained out during the intervening and following years.

Glycerine for Manufacturing Purposes—Crude.

	1915.	1919.	Decrease or Increase.
Total for the Union	$455,000	$202,925	—$252,075
Canada	.....	.....	—
United States	.....	.....	—
United Kingdom	143,000	34,350	— 108,650
France	285,000	71,450	— 213,550
Russia	5,700	.....	— 5,700
New Zealand	.....	5,025	+ 5,025

Prior to the year 1915 glycerine of all kinds was included under the one customs entry. The comparison with 1919 figures is therefore made with those of 1915, the first year under the new classification. The import figures for last year are the smallest in a decade, reaching only 1,427,303 pounds as against 3,606,305 pounds in 1915. Canada does not share in the trade, although in 1914 the Dominion is credited with a shipment of 21,887 pounds. In 1915 the country securing the biggest total was France with 2,323,363 pounds, followed by the United Kingdom with 1,036,114 pounds. These figures were reduced in 1919 to 595,996 pounds and 140,045 pounds respectively. Holland, Germany, Russia and Belgium, who up till 1914 figures largely in this trade,

ceased sending in the following year. Australia, which entered the market in 1914 and in 1915, shipped 157,624 pounds, has a total for 1919 of 654,410 pounds. New Zealand, a newcomer last year, is credited with 34,089 pounds.

Dyes.

(But not including Bark, Cutch, Gambier, Logwood, Thumac, Valonia and Myrobolans.)

	1913.	1919.	Decrease or Increase.
Total for the Union	$31,500	$314,200	+$282,700
Canada	75	130	+ 55
United States	1,100	140,540	+ 139,440
United Kingdom	18,500	142,485	+ 123,985
Germany	5,500	.....	— 5,500
Italy	3,700	5	— 3,695
France	750	2,050	+ 1,300
Turkey	130	.....	— 130
Argentina	.....	6,340	+ 6,340
India	.....	3,300	+ 3,300
Denmark	.....	4,090	+ 4,090
Switzerland	.....	11,290	+ 11,290

The dyes not included in the above table are almost wholly the product of tropical or sub-tropical countries, and not therefore within the range of Canadian producers.

By reason of the variety in form of the dyes included in the entry under review, it is not possible to analyse the quantities imported.

The Dominion, while shipping only small consignments in 1913 and 1919, has in the intervening years sent over larger quantities, the best figure being that of 1915, when $2,330 worth was shipped. With the exception that Germany, Italy and Turkey, who previously shared in this trade, have ceased to ship, the proportion of the business held by the remaining countries has not greatly changed. The Argentine and India have entered the market since 1915, while Denmark and Switzerland sent first consignments in 1919.

Arsenate of Soda.

As is generally known, arsenate of soda is the most effective cattle dip in use, and for the reason that it is necessary to utilize it in such large quantities in South Africa, where the dipping of cattle is compulsory by law, for the eradication of tick, the Union's import of this article approaches an annual figure of 1,000,000 pounds. Last year's actual total reached 956,441 pounds, valued at $203,450, of which the United Kingdom shipped 478,525 pounds and Australia 477,816 pounds valued at $90,225 and $113,205 respectively.

Disinfectants and Germicides.

	1913.	1919.	Decrease or Increase.
Total for the Union	$215,000	$387,500	+$172,500
Canada	45	6,140	+ 6,095
United States	8,500	15,425	+ 6,925
United Kingdom	192,000	362,325	+ 170,325
Germany	10,500	75	— 10,425
Belgium	500	35	— 465
Australia	.....	3,765	+ 3,765
Argentina	.....	1,820	+ 1,820

The South African market offers a wide and increasing field to the manufacturer of acceptable and successful disinfectants and germicides. To secure results, however, it is essential that when agency or sale arrangements are offered of various

brands or solutions, full details are submitted as to ingredients, strength, etc., chemical conditions in this climate not permitting the use of the same compounds as various other countries.

In addition to the general import figures for 1919, $10,310 worth of disinfectants and germicides was brought in by the Union Government for use at experimental stations, etc. This total was, however, very much less than that of the previous year.

The entry tabled above appears in its present form for the first time in 1919. Previous to this year, arsenate of soda and other substances were included in the classification. The quantities imported from the various shipping countries are not available, and except for the fact that Germany and Belgium, who formerly sent a small proportion of the import total, have now ceased to do so, and Japan, who shipped here from 1915 to 1918, did not do so last year, the figures given above show the position of the trade so far as import is concerned.

Drugs and Chemicals—Other Substances for Destroying Pests.

The above is also a separate customs entry for the first time. The total value of this import for the Union was $88,275, the United Kingdom's figure being $39,575 and that of the United States $23,920. Australia, Japan and Brazil also shared in the trade to the extent of $22,050, $1,125 and $990 respectively.

Whenever a germicide is offered for spraying purposes the exact analysis must be given. There is a considerable demand for good germicides under this heading. If a manufacturer finds he has a suitable line for export to South Africa, he should register at once the brand name of his line.

Apothecaryware—Not Medical Preparations.

	1913.	1919.	Decrease or Increase.
Total for the Union	$730,000	$526,925	—$203,075
Canada	40	20	— 20
United States	44,000	70,900	+ 26,900
United Kingdom	515,000	399,400	— 115,600
Germany	113,000	55	— 112,945
France	16,000	18,750	+ 2,750
Greece	12,000	5,540	— 6,460
Japan	9,600	17,860	+ 8,260
Holland	.....	350	+ 350
India	.....	4,315	+ 4,315

This item may be generally taken to represent what are termed druggists' sundries, and to include such items as tooth brushes, syphon-bulbs, Vichy-water, Fuller's earth, etc. Because the items are so varied in form it is impossible to table the quantities received. While the United Kingdom has hitherto held the bulk of the trade, a healthy competition is in process of development. At the same time it is possible that the total import under this heading will increase rather than decrease, and a number of articles of Canadian manufacture should find room for inclusion. The small figures given against the Dominion in the above table were increased in the intervening years, but no definite Canadian trade has yet appeared. With the exception of Holland and India, who entered the South African market in 1914, the countries enumerated above have been shipping to this market for several years.

Medicinal Preparations (Spirituous).

	1913.	1919.	Decrease or Increase.
Total for the Union	$110,000	$186,350	+ $76,350
Canada	.....	.....	—
United States	35,000	98,620	+ 63,620
United Kingdom	65,000	84,210	+ 19,210
Germany	5,200	.....	— 5,200
France	4,500	2,375	— 2,125
Switzerland	.....	2,150	+ 2,150

Medicinal Preparations (Non-spirituous).

	1913.	1919.	Decrease or Increase.
Total for the Union	$499,000	$911,600	+$412,600
Canada	350	1,075	+ 725
United States	88,000	248,575	+ 160,575
United Kingdom	370,000	611,500	+ 240,500
Germany	11,000	.....	— 11,000
France	11,000	24,040	+ 13,040
Australia	.....	18,100	+ 18,100
Switzerland	.....	5,700	+ 5,700

Drugs—Soda, Compounds of—n.o.d.

	1914.	1919.	Decrease or Increase.
Total for the Union	$69,000	$52,080	— $16,920
Canada	.....	.....	—
United States	5	4,870	+ 4,865
United Kingdom	61,800	44,575	— 16,225
Belgium	4,100	.....	— 4,100
Germany	1,200	.....	— 1,200
Sweden	1,050	.....	— 1,050

Drugs and all other Chemicals, n.o.d

	1913.	1919.	Decrease or Increase.
Total for the Union	$515,000	$1,099,200	+$584,200
Canada	55	6,570	+ 6,515
United States	27,000	203,760	+ 176,760
United Kingdom	304,000	745,400	+ 441,400
Germany	126,000	60	— 125,940
India	6,000	20,300	+ 14,300
France	4,900	19,170	+ 14,270
Japan	5,600	13,125	+ 7,525
Holland	2,600	5,115	+ 2,515
Switzerland	.....	9,100	+ 9,100
Dutch East Indies	.....	27,640	+ 27,640
Italy	.....	20,000	+ 20,000

Only one medicinal and drug manufacturing firm in Canada has made an effort to secure business in the South African market, and while their own individual effort in the preparation of samples, etc., was all that it should be, unfortunately their range was not submitted to the possible trade here in as general a way as it should have been. It would seem that the only satisfactory method of introducing such supplies to the market here is through the medium of a representative with a knowledge of the trade and complete information as to the manufacturing possibilities of his principals. An agency arrangement of this kind, with the inclusion of kindred lines suitable for the drug trade, should prove successful. The progress of the United States in this particular import entry is due to representation on the spot. A large percentage of the total American trade is on preparations prescribed by the medical fraternity.

A large increase in the quantity of medicinal preparations (spirituous) imported into the Union occurred during the past year, the country chiefly benefiting being the United States. Germany has latterly dropped out of the market while Switzerland has commenced small shipments.

A like increase has taken place in the quantity of medicinal preparations (non-spirituous) imported, and a similar advance been made by United States exporters under this classification. Germany, which had a share of the trade prior to 1914, has again ceased trading here, and Switzerland, Australia, Italy, China, Japan and the Dutch East Indies are newcomers in the market. Canada's total for 1919 is the best in several years.

A decrease of two-thirds from the 1918 figures occurred in the Union's imports of drugs, compounds of soda, n.o.d., the total for last year being 1,022,691 lbs., as against 3,383,665 lbs. in 1918 and 5,104,134 lbs. in 1914; the first year this item appeared as a separate customs entry.

The United States shipped only 61,994 lbs. in 1919, compared with an annual average of 200,000 lbs. during the four previous years. The United Kingdom total

reached 957,897 lbs. in 1919 compared with 4,925,347 lbs. in 1914, and a larger quantity the following year. Belgium, Germany, Sweden, Holland, British East Africa, Russia and Japan, consecutively, came into the market for one year only.

Drugs and Chemicals—All other n.o.d. have continued to advance in the quantity imported, although the figures for 1919 are slightly under those of the previous year. Canada has secured a small but growing portion of this trade, and should increase the progress made during the present year. The United Kingdom handles the largest percentage of the import, but the United States is rapidly advancing, as the comparison shows. The sources of supply are widely distributed and show the possibilities of the market.

IRON AND STEEL INDUSTRY IN SOUTH AFRICA.

Trade Commissioner W. J. Egan.

Cape Town, August 20, 1920.—With a view to the establishment of what is looked upon as a "key industry" to great industrial development in South Africa, the Union Parliament recently passed legislation confirming an agreement signed in January last by the Minister of Finance and made between the Department of Railways and Harbours and the Pretoria Iron Works, Limited, whereby the Government agrees, for a period of seventeen years, to purchase from the company mentioned at least 50 per cent of its requirements in rails and similar material at a price which shall not exceed the landed cost of articles of similar quality imported from overseas. The Administration is guaranteed one-third of any profits made by the company in excess of 10 per cent, and the contractors, under a guarantee of $25,000 as security, undertake to fulfil their agreement and to use South African materials in preference to imported goods.

It may be noted that, three years ago, the Dominions Royal Commission declared that there is enough iron ore in various parts of the Union of the very finest quality "to deserve the immediate and earnest consideration of British manufacturers, who regard with anxiety the prospective exhaustion of the high-class ores in Spain."

No only are there said to be limitless lodes of ore available, but in close proximity are coal beds equally vast, and fluxes which have proved to be suitbale.

The Pretoria Iron Works have already proved the practicability of turning out first-rate pig-iron, and, it is predicted, will shortly be able to produce on a large scale at a price substantially below outside quotations.

The first investment will approach $10,000,000, the projected output being 200 tons a day, working up to 500 tons a day.

TIMBER PRICES OUTLOOK IN THE UNITED KINGDOM.

(*London Times Trade Supplement.*)

Business in the f.o.b. wood market has been slow for weeks past owing to the large stocks of north of Europe timber in this country and the poor demand.

Swedish and Finnish shippers are unable to find outlets for the balance of their stocks still unsold, and there is every likelihood that they will send a large part of them to their agents here to dispose of for what they will fetch either by private sale or through the public auction rooms. Shippers are not only anxious to clear their yards before the close of navigation; they have financial reasons for doing so.

Should these consignment cargoes continue freely they will have a very damaging effect on spot prices of goods that have been purchased at the top of the market, and so serious is the situation viewed by the importers that they are now deliberating what concerted action they can take.

Present f.o.b. prices are on a basis of Swedish 9in. deals from £42 to £43 a standard of 165 cubic feet, with 7in. at £32 10s. to £33. The present rate of exchange with this country is about 6 per cent in favour of the Swedes, and this has an influence in the restriction of business while stocks are so large.

IMPORTS INTO NEW ZEALAND FROM CANADA, JANUARY TO JUNE, 1920.

Trade Commissioner W. A. Beddoe.

Auckland, August 24, 1920.—The following shows the total value of imports into New Zealand from Canada during the six months ended June 30, 1920, together with articles affected by, and value of, the Canadian preference:—

Article.	Value.	Canadian Preference.
I. *Foodstuffs and animal origin*—		
Fish, preserved, in tins or other airtight vessels	$0,946	1d. per lb.
Smoked, dried, pickled, and salted, n.o.e.	389	5s. per cwt.
Sausage casings and skins	3,542	—
Provisions, n.o.e.	1,547	10%
II. *Foodstuffs of vegetable origin*—		
Confectionery—chocolate, in fancy packages	7,470	4%
Chocolate, in plain trade packages	2,743	3s. 5d. per lb.
Unenumerated	6,548	2s. 5d. per lb.
Fruits, bottled and preserved in juice or syrup	579	—
Dried, other	1	—
Apples, fresh	776	—
Grain and pulse, unprepared, other	73	—
Jams, jellies and preserves	2	2s. 5d. per lb.
Macaroni and vermicelli	86	—
Sugar—glucose	301	—
Vegetables, dried and preserved	1,777	10%
III. *Beverages (non-alcoholic) and substances used in making same*—		
Cocoa and chocolate	776	3s. 5d. per lb.
Unenumerated, non-alcoholic beverages	95	—
IV. *Spirits and alcoholic liquors*—		
Gin, geneva and schnapps	244	—
Whisky	408	—
Methylated spirits	35	22s. 5d. a gal.
Spirits of wine	905	—
Spirits (other than beverages)—perfumed	46	—
N.o.e.	144	—
V. *Tobacco and preparations thereof*—		
Cigarettes	2	—
Cigars	82	—
VI. *Live animals*—		
Poultry	51	—
VII. *Animal substances, not being foodstuffs*—		
Hides, pelts and skins, undressed, other	249	—
VIII. *Vegetable substances and non-manufactured fibres*—		
Seeds, grass and clover	1,505	—
Seeds, other	2	—
Wood-pulp	5,594	—
Yarns, other	5	10%
IX. (*a*) *Apparel*—		
Apparel and ready-made clothing, n.o.e.	37,649	12½%
Apparel made to order of residents in New Zealand	17	20%
Boots and shoes: children's (Nos. 0-6) boots, shoes, shoettes, etc.	159	10%
Cork and sock soles, moulded rubber shoe and slipper soles	128	10%
Goloshes and overshoes or rubber	9,240	11¼%
Grindery, n.o.e.	1,362	—
Gum boots, half knee, knee and thigh	6,690	—
Vamps, uppers and laces	12	—
Other	857	7½%
Corsets	12,632	12½%
Fur and fur trimmings	17,332	12½%
Gloves, n.o.e.	1,643	12½%
Brace elastic and brace mountings, gold and silver lace, etc.	27	—
Haberdashery, n.o.e.	46	10%
Buttons, tapes, wadding pins and needles	3,008	—
Hats and caps	2	12½%
Hosiery	15,456	12½%
Minor articles, n.o.e., for making-up apparel, etc.	10	—
Tailors' trimmings	820	—

IMPORTS INTO NEW ZEALAND FROM CANADA, ETC.—*Continued.*

Article.	Value.	Canadian Preference.
IX. (*b*) *Textiles*—		
Articles, n.o.e., partly or wholly made-up from textiles		
felt or other piece-goods	43	10%
Drapery, n.o.e.	58	10%
Matting, n.o.e., and mats	125	—
Canvas, sailcloth, and unbleached double-warped duck	523	—
Butter and cheese cloth	10	—
Cotton—tubular woven for meat wraps	157	—
Cotton, n.o.e.	3,857	—
Woollen piece-goods, n.o.e.	140	10%
Rugs, other	46	—
Sewing crewel, flourishing, darning knitting, etc., silks,		
twists, threads, cottons, n.o.e.	1,813	—
IX. (*c*) *Manufactured fibres*—		
Cordage and rope: iron and steel	312	20%
N.o.e.	282	10%
X *Oils, fats, and waxes*—		
Greases, axle, and other solid lubricants	73	10%
Naptha, wood	909	—
Oils, not essential, in bulk—		
Mineral, lubricating	10	11s. 5d. per gal.
Vegetable, linseed	141	—
N.o.e.	40	—
In vessels less than 1 gallon	18	—
Tallow, unrefined	339	—
Waxes—beeswax	361	—
Other	84	—
XI. *Paints and varnishes*—		
Paint, ground, in oil or turpentine	27,842	6d. per cwt.
Mixed, ready for use (other)	6,509	1s. per cwt.
Unenumerated (including dry colours, n.o.e.)	387	10%
Varnishes, lacquers and gold size	569	44s. 5d. per gal.
XII. *Stones and minerals used industrially*—		
Stone: mill, grind, and whet stones	161	—
XIV. (*a*) *Metal, unmanufactured and partly manufactured, and ores*—		
Brass: pigs, bars, blocks, rods, bolt, strips, angle and tee	107	—
Iron and steel: bar, bolt, rod	27,760	20%
Pig	2,531	—
N.o.e. (including composition, rod and bolt, n.o.e.)	3	—
XIV. (*b*) *Metal manufactures, other than machinery and machines*—		
Blacksmith's anvils and forges and fans	53	10%
Bolts and nuts	1,854	—
Chains and chain cables	529	10%
Cutlery, including table forks and spoons	1	10%
Fencing staples	3,761	—
Hardware, hollow-ware and ironmongery	9,698	10%
Iron and steel—		
Angle and tee	377	20%
Sheet, plain, black	130	20%
Hoop, black, n.o.e.	173	20%
Tubes, pipes and fittings, 6-in. int. diameter and under	20,498	20%
N.o.e.	355	20%
Japanned and lacquered metalware	13	12½%
Lamps (not electric), lanterns, and lampware: other	382	10%
Gas mantles	9	10%
Nails—1-in and under, including tacks	475	—
Other, including dog spikes	13,274	1s. per cwt.
Plate and platedware	57	10%
Printing materials, stereotypes, matrices, etc.	32	—
Type and materials n.o.e.	43	10%
Pumps, spraying	10	—
Rivets and washers	185	—
Stoves and ranges, gas	59	10%
Tinware and tin manufactures n.o.e.	139	12½%

IMPORTS INTO NEW ZEALAND FROM CANADA, ETC.—*Continued.*

Article.	Value.	Canadian Preference.
XIV. (b) *Metal manufactures, other than machinery and machines*—Con.		
Tools and implements—		
Axes and hatchets	48	—
Spades and shovels and forks	421	—
Other (not being machines)	2,712	—
Wire: fencing, barbed	1,142	—
Wire: fencing, plain	12,692	—
Wire: bare copper	131	—
Wire: iron n.o.e.	337	—
Other plain metal cordage, not gold, iron or silver	1,741	20%
Metal manufactures other (free)	135	—
Metal manufactures n.o.e. (dutiable)	5,064	10%
XV. *Machinery and machines*—		
Agricultural implements:		
Drills and sowers	644	—
Cultivators, spring tire	283	—
Havrakes and tedders, horse	711	—
Harrows, disc	2,839	—
Mowers, horse	629	—
Ploughs	1,171	—
Reapers and reapers and binders	4,456	—
Other (including materials and parts of)	8,191	—
Electrical: generators, motors and transformers	209	10%
Lamps, including globes for arc lamps	38	10%
Electrical n.o.e.	503	10%
Engines, gas, oil and hot air, n.o.e.	1,289	10%
Tools, engineers and metalworkers	175	—
Typewriters	323	—
Machinery n.o.e.	7,709	10%
Materials and parts for (dutiable)	5,112	10%
Materials and parts for (free)	44	—
Materials and parts for (free and pref.)	37	—
XVI. (a) *India-rubber and manufactures thereof (not including tires)*—		
Hose, tubing and piping, armoured or otherwise	626	20%
Other (free) viz., washer rings, etc.	11	—
XVI. (b) *Leather and manufactures thereof (including substitutes*—		
Belting, leather	22	—
Belting, other (including canvas and rubber)	1,019	10%
Leather, calfskins, whole	678	—
Japanned and enamelled	9,439	—
Sole pump and skirt leather	7,326	—
Leather bags, and leather-cloth bags, under 10 inches long	33	10%
Portmanteaux trunks and carpet bags, etc., over 10 inches long	123	12½%
Under 10 inches long	15	10%
Saddlers' ironmongery, and other materials, viz., hames and mounts, straining, surcingle, etc.	10	—
Unenumerated manufactures of leather	62	10%
XVII. (a) *Timber*—		
Laths	954	—
Logs hewn other	52	—
Sawn, n.o.e., dressed, other	156	—
Sawn, n.o.e., rough, other	597	—
Shingles	1,286	—
XVII. (b) *Wood, cane and wicker manufactures*—		
Basketware and wickerware	1	10%
Carriage materials—shafts, spokes and felloes in the rough, hubs and bent wheels, rims, etc.	37	—
Doors and sashes	3,097	10%
Furniture, etc., n.o.e.	3,198	12½%
Handles for tools n.o.e.	125	—
Furniture, n.o.e. (including mantelpieces or stove)	2,597	12½%
Woodenware, n.o.e.	17,643	10%
XVIII. *Earthenware, china, glass, stoneware, cements, and cement materials*—		
China, porcelain and parianware	9	10%
Glass bottles, plain empty	137	—
Crown sheet and common window	710	—

IMPORTS INTO NEW ZEALAND FROM CANADA, ETC.—*Continued.*

Article.	Value.	Canadian Preference.
XVIII. *Earthenware, china, glass, stoneware, cements, and cement materials.*—Con.		
Glassware n.o.e.	374	10%
Plaster of Paris, gypsum, and other like preparations (not being manures)	2,042	—
XIX. (*a*) *Paper*—		
Bags, n.o.e.	1,209	—
Butter paper, waxed paper and vegetable parchment paper	2,250	—
Cardboard boxes, material for, other	1,410	—
Cartridge and drawing paper	93	—
Paperhangings	23,911	—
Printing paper	93,117	20%
Wrapping, unprinted	11,504	2/6 per cwt.
Writing, not less than "demy"	5,503	—
XIX. (*b*) *Stationery*—		
Books, papers and music, printed, n.o.e.	220	—
Calendars and showcards	301	12½%
Handbills, circulars, programmes, posters, etc.	233	3s. 5d. per lb.
Inks, printing	269	10%
Manufactured stationery, n.o.e.	30	12½%
Pictures, paintings, drawings, n.o.e.	5	—
Stationery, n.o.e.	4,619	10%
XX. *Jewellery, timepieces and fancy goods*—		
Fancy goods and toys	252	10%
Jewellery, other	31	10%
Sporting, gaming and athletic requisites, other	407	10%
Timepieces—clocks	6	10%
Parts and materials for	896	—
Parts and materials for (dutiable)	1,223	10%
XXI. *Optical, surgical, and scientific instruments*—		
Cinematograph, bioscope and kinetoscope films	113	—
Microscopes and telescopes and slides and lenses for	290	—
Photographic materials and goods, sensitized surfaces and albumenized paper	410	10%
Surgical and dental	120	—
XXII. (*a*) *Drugs, chemicals, and druggists' wares*—		
Calcium carbide	2,102	—
Chemicals, n.o.e.	167	10%
Disinfectants	390	—
Medicinal preparations, drugs, and druggists' sundries, n.o.e.	284	10%
Toilet preparations, n.o.e.	122	12½%
Sera, vaccines, and bacteriologists' products	91	—
Soda, nitrate, n.o.e., and acetate	6	—
Potash, n.o.e, pearlash, and caustic soda	5	—
XXII. (*b*) *Manures*—		
Phosphates: basic slag and Thomas phosphates	25	—
XXIII. *Miscellaneous*—		
Arms, ammunition and explosives, viz.—		
Cartridges: 25 calibre and under	550	10%
Cartridges: n.o.e.	8	½ per 100
Articles and materials suited for and to be used solely for making or repairing goods in the Dominion, n.o.e.	608	—
Brushes, brushware and brooms	1,887	12½%
Brushmakers' materials	415	—
Consular, Army and Navy officers, official supplies for	48	—
Instruments, musical—		
Materials and parts of viz.: Action work and pianos, keys, etc.	1,014	—
Materials and parts of, other	423	10%
Pianos	9,735	10%
Pianolas, phonographs, etc.	307	10%
Records for pialolas, graphophones, etc.	46	10%
Other	39	10%
Packing, engine	221	—
Polishes and dressings—		
Furniture, floor, and linoleum polishes	13	10%
Blacking boot gloss and boot polish	7	10%
Harness oil and composition and leather dressing	308	10%
Roofing and building material in rolls, viz.: "Malthoid," "Puberoid," "Rok," "Congo," and similar roofing and building maaterials	621	—
Soap, n.o.e.	33	12½%

IMPORTS INTO NEW ZEALAND FROM CANADA, ETC.—*Continued.*

Article.	Value.	Canadian Preference.
XXIII. *Miscellaneous*—Con.		
Vehicles—		
Bicycles and tricycles	7,414	10%
Other tires, covers and tubes for bicycles	2,493	—
Materials for bicycles, etc., other	2,377	10%
Parts for bicycles, etc. (free)	4	—
Materials for bicycles (dutiable)	1,447	10%
Motors for road traffic and materials for, viz., cars, busses, carriages and vehicles, motor driven	93,281	10%
Motor cars, busses, carriages and vehicles, n.o.e—passenger vehicles other than busses	177,538	10%
Chassis for passenger vehicles other than busses	8,458	10%
Lorries, trucks, vans and busses	41,113	10%
Chassis for lorries, trucks, vans, and busses	39,058	10%
Materials and parts of, viz.—		
Rubber tires for motor vehicles	113,587	—
Axles, axle arms and axle boxes	2,469	—
Material for and parts of (10%)	22,227	10%
Springs, truck pedestals, mountings, trimmings, hinges, tire bolts, shackle holders, steel treads and rubber cloth for vehicles other than motor and railway carriages or wagons; metal fittings for vehicles other than bicycles and motor vehicles	1,215	—
Miscellaneous, manufactured	1,221	—
	£1,140,348	
Total for six months ended June 30, 1920		£1,140,348
Total for six months ended June 30, 1919		831,096
Increase 1920 over 1919		£ 309,252
Increase 1920 over 1919 in dollars		$1,546,260

LUMBER MARKET IN THE NEAR EAST.

(Trade Commissioner George Wythe, Constantinople, in United States Commerce Reports.)

The present should be a favourable time to make an opening for American lumber in the Near East. Purchases on an extended scale should not be expected, however, until a greater political tranquility prevails and dollar exchange more nearly approaches normal. Reconstruction on a large scale will be necessary in many of the cities of the Near East, owing to the destruction of the war period and the general neglect over a long period of years. During the war fire destroyed about one-third of Salonika, Greece, and large sections of Constantinople. The need for building at the latter place has been increased by a considerable addition to the population of refugees from Russia, Roumania, Armenia, and Anatolia, and the large number of allied soldiers now quartered in the city. The difficulty of finding living quarters in Constantinople is well known. The French erected portable barracks to provide shelter for the poorer classes of the population. Many Russian refugees are living in tents on the Princes Islands in the Sea of Marmora.

The Turkish market was supplied before the war by imports from Austria, Russia, Roumania, Norway, and Sweden, in addition to the mills in Anatolia. The Russian and Anatolian sources are now closed because of the internal condition of those countries. Lumbermen in Constantinople estimate that two or three years will be required in order to revive the industry in Anatolia.

CANADA AND THE BRITISH WEST INDIES.

By Watson Griffin.

XVI.

The Bahamas Archipelago.

The Bahamas archipelago consisting of 29 islands besides a large number of keys and rocks extends from 22° 25′ to 26° 40′ north latitude and is the most northern of the British West Indies, most of the islands of the archipelago being outside the tropics. The largest islands are as follows:—

	Area. Sq. miles.	Extreme Length. Miles.	Extreme Breadth. Miles.
Andros Islands	1,600	95	38
Great Abaco	680	70	17
Little Abaco	96	24	12
Great Anagua	530	34	25
Little Anagau	30	8	7
Grand Bahama	430	66	11
Crooked Island	76	19	8
Acklin Island	120	41	10
Eleuthera	164	57	11
San Salvador	160	42	14
Exuma	110	32	7
Mayaguana	96	23	6
New Providence	85	19⅜	7
Watling's Island	60	13	6
Rum Cay	29	9½	5

Andros is usually referred to as if it were one island, but it is really a group of islands, the largest of which is about 60 miles long. The interior of these islands has never been thoroughly explored.

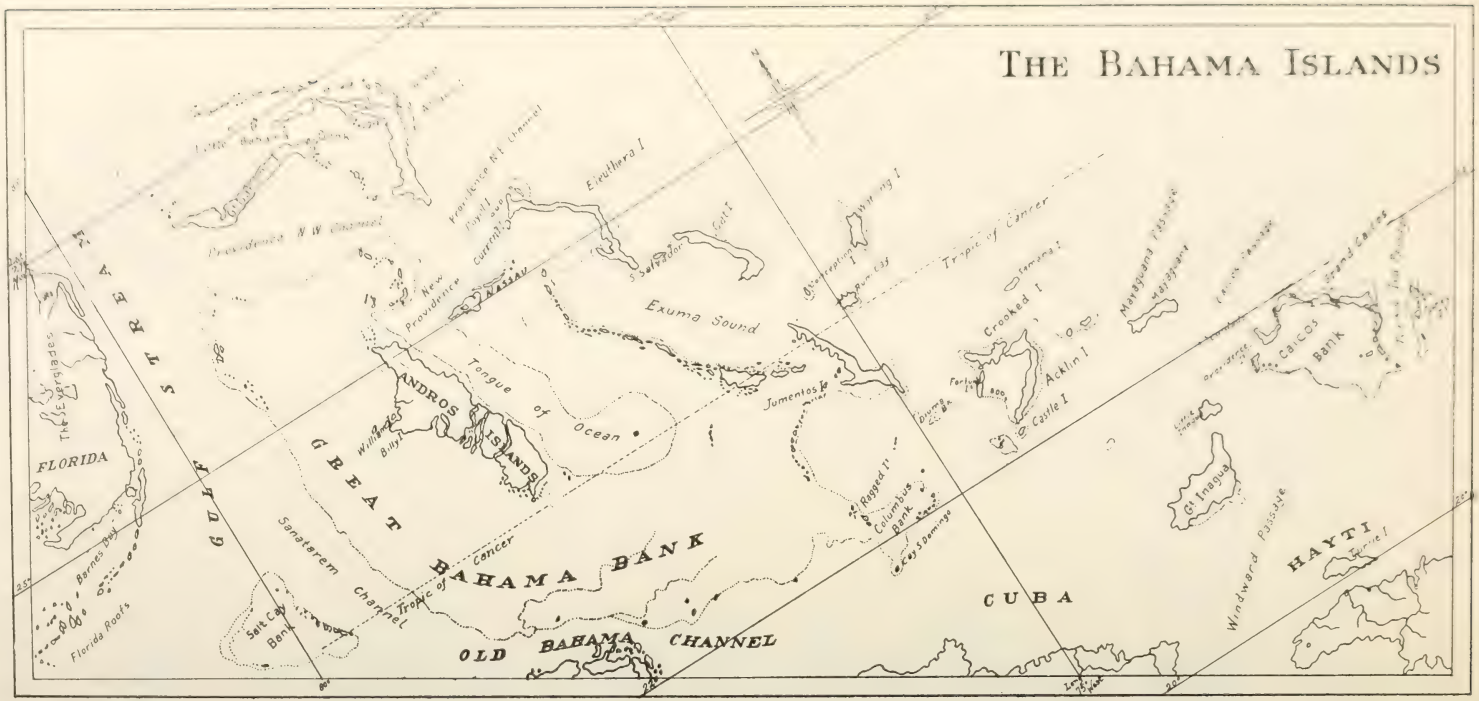
The Bahamas are very different from the rest of the British West Indies in one respect. They have no mountains. They are nearly flat. Most of the islands have a great deal of rock, but there are considerable stretches of good land and it is said that "if the rock is blown up and sufficiently pulverized it forms an admirable medium for the growth of a variety of economical products, and is especially adapted to citrus fruits."

Approximately 365,431 acres of land are privately owned and there are still 2,434,730 acres of Crown lands. Very little is known about the real character of these Crown lands or what proportion of them is suitable for cultivation, but it is known that there are quite extensive forests of good timber. An American company has been conceded the right to cut timber in Abaco, Andros and Grand Bahama islands.

Of the land in private hands only a small proportion is thoroughly cultivated. The soil as a rule is not very deep.

ABOUT THE SAME SIZE AS BARBADOS.

Eleuthera island is very nearly the same size as Barbados, having 164 square miles, whereas Barbados has 166½ square miles, but Eleuthera has less than 10,000 inhabitants, while Barbados has nearly 172,000. Eleuthera is said to be very fertile. In 1903 Governor Sir G. T. Carter, in a report to the Colonial Office, said of this island: "Eleuthera is unquestionably the agricultural island 'par excellence' of the Bahamas and I was much struck during a recent visit I paid to some of the settlements with its capabilities in this direction; with capital and properly directed effort there should be no limit to its productiveness."


THE BAHAMA ISLANDS
FLORIDA
GULF
STREAM
FLORIDA
Florida Keys
Barnes Bay
Florida Reefs
Salt Cay Bank
Santaren Channel
Tropic of Cancer
GREAT BAHAMA BANK
OLD BAHAMA CHANNEL
ANDROS ISLANDS
Tongue of Ocean
Williams Bluff
NASSAU
New Providence
Current
Eleuthera I
Exuma Sound
Cat I
Watling I
Mayaguana Passage
Crooked I
Acklin I
Castle I
Jumentos
Ragged I
Columbus Bank
Caicos Bank
Grand Caicos
Turks I
CUBA
Windward Passage
HAYTI
Gt Inagua

FRUIT TREES DESTROYED BY HURRICANE.

Oranges and grapefruit of fine quality are produced and pineapples grow well in all the Bahama islands, while small quantities of cocoanuts are exported.

The exports of fruit and cocoanuts have greatly declined since the destructive hurricane of 1908. But while fruit production has decreased sisal growing has been greatly extended. There are a number of sisal factories in the different islands. The Bahamas seem to be especially well adapted for sisal and the probability is that the production will steadily increase as there are believed to be large areas now uncultivated that would be well suited for growing sisal.

SPONGE, TURTLE AND PEARLS.

Sponge collecting is one of the important industries.

The Bahamas Marine Products Board have recommended to the government that Mediterranean sponge be transplanted to the waters of Bahamas, pointing out that the marine conditions are almost identical with those of the Mediterranean waters most famous for sponge. The board have also under consideration a proposal to introduce the pearl oyster into Bahamas waters. Many thousands of conch shells and turtle shells are exported. Occasionally a beautiful pink pearl of considerable value is found in the conch.

The turtle fisheries do not now yield as good results as formerly and the Marine Products Board reporting on the best means of reviving the industry say: "The Bahama islands have many creeks with narrow entrances that are rich grazing grounds for turtle; if these creeks were fenced with wire netting, stocked with turtle and protected from poachers, there is every reason to believe that the turtle would thrive and increase, as the creeks abound with food and are provided with sand bays on which the turtle could lay their eggs. Unable to escape, and protected from their natural enemies, the turtle ought to increase rapidly."

Nassau, the capital of the Bahamas, is on New Providence island. It is a popular health resort and many Americans visit it every winter. Nassau is said to have the best harbour in the Bahamas.

TRADE CONDITIONS IN THE BRITISH WEST INDIES.

(From the Monthly Letter of the Royal Bank of Canada.)

The possibilities for the development of Canadian trade with the British Colonies in the Caribbean will be further improved by the coming into force of the new Preferential Agreement, details of which were given in our September letter. Our business relations with these colonies and with other countries of the South make prevailing conditions of considerable interest to many Canadian firms. This bank receives regular reports on business conditions from all foreign branches and, in addition, through one medium or another, is in constant direct touch with the countries where our branches are located. The commerce and finance of these countries will be the subject of successive short articles, of which the one now published on the British West Indies is the second, the first, on the subject of Cuba, having appeared two months ago.

UNCERTAINTY AS TO PRICES.

Trade conditions in the British West Indies and British Guiana at the present time reflect to some extent the uncertainty which exists in the world's markets for their main products. The last few months have witnessed sharp declines in the prices of sugar, cocoa, rice, coffee, cocoanuts and lime juice, in all of which one or other of these colonies are deeply interested. There are certain features of this situation

which should not be overlooked. In some cases speculative operations in outside markets and heavy buying by those who feared a shortage had carried prices to unreasonable heights, from which a fall was not only natural, but, in fact, desirable. General credit stringency abroad, and consequent forced sales, accentuated the decline, and, so far as this holds good, some recovery is probable. Most important of all in considering the present and future prosperity of the British West Indies and British Guiana are the facts that their crops had largely been marketed prior to the more extreme upward and downward movements, and that future business can in most cases be carried on at prevailing prices without a loss.

THE MOST IMPORTANT INDUSTRY.

The most important industry throughout the West Indian Islands and British Guiana is the production of sugar, and it provides the clearest illustration of the above.

Sugar Prices—New York.

	Cents per pound.		
	Sept. 1, 1919.	May 19, 1920.	Sept. 23, 1920.
Centrifugals 96° duty paid	7.28	23.57	10.78

High prices in New York served to divert to this continent sugars from many other parts of the world. The decline changed the situation, and the Far East is reported to have brought back some of its shipments at a lower figure.

A substantial proportion of the British West Indian Sugar crop of 1920 was sold to England at thirty-eight pounds ten shillings per ton, f.o.b. Converting the pound sterling at the rate of $4.80, this equals roughly 8·2 cents per pound in the West Indies. With the discount on British West Indian funds in New York, to which reference will be made later, the crop price would hardly average more than six and one-half United States cents per pound. That price for sugar has given the British West Indies a prosperous year. The outlook for the future is therefore good, even if raw sugar sells for less than its present price of 10·78 cents per pound in New York.

THE COCOA CROP.

Fortunately for those of the British West Indies who are interested in cocoa, the greater part of the crop had been marketed before the heavy decline in cocoa prices of the last few months took place. This decline was influenced by the high price of sugar, which is a constituent of almost all manufactures of cocoa and, at its high price, would have rendered these too expensive for general consumption. All cocoa markets are dull at the present time. Trinidad and Grenada cocoas, which sold at 21½ and 19½ cents per pound respectively early in May, were quoted at 15 and 12½ cents on September 17 in New York. Increase in production in British West Africa, and the potentialities of this country as a cocoa producer, weaken the statistical position of the commodity.

PRODUCTION OF RICE.

In British Guiana, government control of the marketing of rice, instituted as a war measure, is still in effect. In spite of the fact that the price sanctioned is low, rice production is on the increase. A few years ago little was exported. Now, the neighbouring British West Indian Islands are supplied and some small shipments have been made to Canada. In time, production could be expanded to an amount sufficient to fill Canada's import requirements of 70,000,000 pounds, most of which now comes from the United States and the Far East.

MONEY AND EXCHANGE.

The basis of currency in the British West Indies and British Guiana is British silver. In the Bahamas, Bermuda and Jamaica the pound is in use, but in the other islands the paper currency is dollars. The par value of the West Indian dollar is so close to that of the Canadian dollar that the two are often confused. The difference is that whereas one hundred cents make a Canadian dollar, one hundred half pence go to the West Indian. On a gold basis, this makes the West Indian dollar worth 101⅔ Canadian cents. In the Bahamas, Bermuda and Jamaica the pound is, of course, of the same value as the English pound. The currency of British Honduras is specially coined for this colony and is of the same par value as the American or Canadian dollar. Their exchange rates are, at present, on a par with New York.

From the above it may be realized that the money of the British West Indies and British Guiana is tied to the money of England; their exchange rates fluctuate in sympathy with the rates on the pound sterling. When the latter is quoted at, for example, $3.50 in New York and $3.90 in Montreal, American funds in the British West Indies would be at a premium of approximately 39 per cent, while Canadian funds would be at a premium of about 25 per cent. Conversely, British West Indian funds would sell at a discount of 28 per cent in New York, 20 per cent in Montreal. The higher sterling rises in the United States or Canada, the lower the premium on American or Canadian funds in the British West Indies. During the period since armistice these premiums have been high, placing the United States at a disadvantage in this market when they have to compete with English or Canadian exporters. Poor transportation facilities handicap English trade. Canada, however, has direct connections, and advantages over the United States in exchange rates and tariffs. Practical opportunities undoubtedly exist for the development of a profitable market for many Canadian products.

TERMS OF SALE.

As far as terms of sale are concerned, business can be done with the British West Indies on exactly the same lines as business with firms in Canada. Sales are sometimes made on the terms of cash against documents at point of consignation, or thirty or sixty days' credit is extended, the seller drawing a draft on the buyer at 30 or 60 days after sight.

In forwarding bills to British West Indian points for collection it should be remembered that they are payable there at the current rate of exchange. Drafts should bear the clause "payable at the current rate of exchange, etc." If the drawer desires that the commission should also be collected from the drawee, this clause should read "payable with exchange and collection charges," but it should be understood that, unless there is a clear arrangement between drawer and drawee, the latter usually refuses to pay collection charges. On account of an old custom, it is not possible to charge the cost of collection to drawees located in British Honduras.

Canadian firms who wish to obtain information on the financial standing of houses at any of these points in the Caribbean can do so by applying to one of our branches or to the Foreign Trade Department at Head Office, Montreal. In the majority of cases it will be found that the information required is in our files, but, when necessary or desirable, a report is obtained from our Manager at the foreign branch concerned.

We consider that this provision of reliable credit data is one of the most important services rendered to Canadian exporting firms. The possibility of quickly obtaining such information, from one source or another, is almost a *zine qua non* to the development of Canadian export trade.

THE "VARIATION" CLAUSE.

(London Times Trades Supplement.)

Instances of the serious consequences resulting from the labour and materials clause in British manufacturers' conditions of tender, which virtually prevents prospective purchasers from knowing what they will have to pay for their goods, continue to come to light in the home as well as the export trade. Frequent reference has been made in these columns to the threatened loss of export markets, owing to other countries, notably the United States, quoting firm prices, whilst ours are indefinite. It is understood that one leading American engineering company holds its tender prices open for 60 days, another for 30 days, whilst a Swedish electrical concern—although having to contend with increased manufacturing costs—adopts a far less stringent wages and materials clause than that enforced by British contractors. Sir Alfred Herbert, president of the Machine Tool Association, commenting upon this subject during the week, mentioned that a foreign commission had been in this country to place orders for locomotives, passenger and goods wagons, and other railway equipment. It had passed on to the United States, because it could not obtain in the United Kingdom reasonable or definite prices or undertakings for delivery which were not hedged about with unacceptable conditions.

The present deplorable condition of industrial uncertainty and unrest in the United Kingdom makes the position of our manufacturers very difficult; but there are happenings in home trade which give the question an increasingly serious turn and render a solution imperative. German competition has reared its head again in the electrical engineering trade of this country, and there is danger that an important order for rolling mill plant required by a British firm will be placed with the A.E.G. on this very question of a firm price. It was hoped that with the improvement in organization and output capacity which the British electrical industry gained during the war, little difficulty would be experienced in holding the United Kingdom market, if not in capturing a larger share of overseas business. Yet now we find our great German rival in this line able to force its way once more into our home market.

BRITISH CONTRACT "LABOUR AND MATERIAL" CLAUSE.

(United States Commerce Reports.)

It is reported that strong protests are being made against the growing practice of inserting in British contracts the so-called "labour and material clause." British industries, by inserting this clause in contracts, are enabled to increase the prices charged in the event the cost of wages or raw materials should be materially changed at the time of performance of the contract. It is said that a particularly strong protest against the "labour and material clause" has been registered by the Valparaiso Chamber of Commerce in a cable to the Federation of British Industries. The chamber suggests that the clause is inimical to the best interests of British trade. It is argued that producers in other parts of the world do not find it necessary to make such a reservation and much business is consequently being gained by foreign competitors.

CHEAP COTTON SOCKS IN DEMAND IN DUTCH EAST INDIES.

(Canadian Export Pioneer.)

The Chinese in the Dutch East Indies are wearing socks much more than formerly, and imports are steadily increasing. Light grade cotton socks are chiefly in demand. A cheap white cotton sock locally made is becoming popular.

STOCK ACCUMULATION IN CRETE.

Merchants in Crete have large stocks of goods on hand and are generally unwilling to place new orders until the exchange becomes more settled. There is said, however, to be some demand for agricultural machinery. The *British Board of Trade Journal* says that sole leather was imported into Canea, Crete, from the United States to the value of 85,000 drachmas during one month.

ALUMINIUM TRADE OF JAPAN.

Although the aluminium industry is now well established in Japan, most of the 44 manufacturers conduct business on only a small scale, chiefly for home consumption, states a recent article in the *World Salesman.* The variety of articles manufactured is comprehensive, including all kinds of cooking utensils, candlesticks, pipes, cigarette cases, alcohol lamps, army canteens, bottles, and various kinds of castings. Japan is entirely dependent upon the United States and England for raw material in connection with this industry, though at present, in co-operation with an American aluminium company, plans are under way for the erection of a plant in Fukui Prefecture which, with the help of experienced American workmen, will later be able to supply the raw aluminium material needed. In 1918 imports of ingots from the United States amounted to 1,466,967 kin (kin=1⅓ pounds), valued at 1,662,471 yen, and from England they reached 12,346 kin, valued at 13,652 yen.

MARKET IN MACEDONIA FOR CERTAIN GOODS.

A market exists in Macedonia, according to a recent issue of *France-Europe Orientale* for cotton yarn and cloth, chemical and pharmaceutical products, olive oil of fine quality, preserves and foodstuffs, silks, paper, felt and straw hats, glassware and chinaware, motors, machinery, and automobiles. Payments are being made against documents in a Saloniki bank. Under normal conditions, however, credit is extended with discount at 4 or 5 per cent, and this practice should be resumed as soon as possible.

PECULIAR CHINESE PREJUDICES REGARDING COLOURS MAY AFFECT TRADE.

(United States Commerce Reports.)

The Chinese give evidence of decided ideas of their own as to the use of colours in materials, wrappings, and poster advertising. Such prejudices have been known to cause a Chinese customer to change his patronage merely because of the colouring of packing paper used. Though no definite rule can be applied to all commercial uses of colour, it can be generally said that gold, yellow, red, bright brown, purple, and certain shades of pink are good colours. Gold is a dignified colour, red the colour of good fortune. Imperial yellow is good for rugs, carpets and curtains. White and blue are mourning and should be avoided as well as green, which is associated with misfortune. The designing of posters and advertising matter should always be handled by agencies in China who are familiar with the tastes and prejudices of the communities involved.

AMERICAN PHONOGRAPHS INVADE CHINA.

(United States Commerce Reports.)

Trade Commissioner Lynn W. Meekins reports the establishment in Peking of an agency for an American phonograph company. Of the initial shipment of ten machines, seven have been sold. The retail price of these instruments, which are of the cabinet type, about 4½ feet high, is $195 Mexican for customers having charge accounts and $175 Mexican for cash payments.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in Western Division and at Public Elevators in the East; also U.S. Atlantic Seaboard Ports.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending October 8, 1920.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
Fort William—	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
C. P. R.	584,310	30,509	98,105	.....	94,862	807,786
Empire Elevator Co.	Now operating under a Private			Terminal	Elevator	License.
Consolidated Elevator Co.	981,558	31,954	22,924	45,079	564	1,082,079
Ogilvie Flour Mills Co.	403,981	26,472	79,995	.....	13,202	523,650
Western Terminal Elevator Co.	601,629	35,881	13,496	16,017	4,100	671,123
G. T. Pacific	273,780	86,661	28,441	24,112	8,072	421,006
Grain Growers' Grain Co.	871,328	205,854	140,703	.....	51,268	1,269,153
Port William Elevator Co.	315,03[illegible]	89,495	38,133	19,675	56,893	519,228
Eastern Terminal Elevator Co.	Now operating under a Private			Terminal	Elevator	License.
Northwestern Elevator Co.	343,348	46,135	109,103	44	1,134	499,764
Port Arthur—						
Port Arthur Elevator Co.	779,772	174,777	114,974	937	15,102	1,085,552
Sask. Co-op. Elevator Co.	1,363,166	49,028	35,762	58,114	12,744	1,518,784
Canadian Government Elevator	315,999	108,248	22,644	93,500	7,044	547,335
Thunder Bay	Now operating under a Private			Terminal	Elevator	License.
Davidson and Smith	6,652	985	1,067	.....	422	9,127
Eastern—Richardson	Now operating under a Private			Terminal	Elevator	License.
Total Public Terminal Elevators...	6,840,456	885,929	705,347	257,468	265,377	8,954,587
Total Private Terminal Elevators.	1,343,927	393,095	118,435	67,518	23,400	1,946,375
Saskatoon Can. Govt. Elevator...	10,714	8,517	181	1,654	.....	21,066
Moosejaw Can. Govt. Elevator.....	107,907	31,485	.....	1,253	5,554	146,199
Calgary Can. Govt. Elevator	20,693	43,377	4,865	29	155	69,119
Vancouver, Can. Govt. Elevator.....	858	594	.....	8,828	.....	10,280
Total Interior Terminal Elevators.	140,172	83,973	5,046	11,764	5,709	246,664
Depot Harbour.....			None in store.			
Midland—						
Aberdeen Elevator Co.....	2,100	.....	.....	.....	.....	2,100
Midland Elevator Co.....			None in store.			
Tiffin, G.T.P.....			"	"		
Port McNicoll.....	436,346	200	.....	.....	.....	436,546
Collingwood	.....	.....	.....	.....	.....	–
Gabriels—						
Elevator and Transit Co.....	56,894	2,699	.....	.....	.....	59,593
West. Can. Flour Mills Co., Ltd.....	49,246	.....	.....	.....	.....	49,246
Toronto—						
Campbell Flour Mills Co.....	5,739	16,078	7,828	.....	.....	29,645
Kingston—						
Montreal Transportation Co.....	.....	.....	.....	.....	.....	–
Commercial Elevator Co.....	5,145	6,173	3,161	.....	.....	14,479
Port Colborne Dom. Govt. Elevator....	578,126	.....	.....	.....	.....	578,126
" Maple Leaf Milling Co., Ltd.	149,920	.....	.....	.....	.....	149,920
Prescott.....	.....	.....	.....	.....	.....	–
Montreal—						
Harbour Commissioners Nos. 1 & 2...	3,572,099	355,640	291,454	7,256	.....	4,226,449
Montreal Warehousing Co.....	949,217	.....	.....	.....	.....	949,217
Ogilvie Flour Mills Co.....	46,974	.....	.....	.....	.....	46,974
Quebec Harbour Commissioners.....	2,629	15,427	.....	.....	.....	18,056
West St. John, N.B., C.P.R.....			None in store.			
St. John, N.B., Can. Nat. Rys.....			"	"		
Halifax, N.S., " "			"	"		
Total Public Elevators.....	5,854,435	396,217	302,443	7,256	.....	6,560,351
Country Elevators.....			Not available			
U.S. Atlantic Seaboard Ports—						
Portland, Maine.....	.....	.....	.....	.....	.....	–
Baltimore, Maryland			Not operating			
	109,050	.....	.....	.....	12,316	121,366
Total U.S. Atlantic Seaboard Ports	109,050	.....	.....	.....	12,316	121,366
Total quantity in store.....	14,288,040	1,759,224	1,131,271	344,006	306,802	17,829,343

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Public Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East, for the week ended October 8, 1920.

Grades.	Account Imperial Government	Public Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
Special Bin		44,965			44,965
No. 1 Hard		23,725	3,042		26,767
No. 1 Northern		3,466,815	52,054	3,583,605	7,102,474
No. 2 "		1,416,345	37,087	952,291	2,405,723
No. 3 "		1,316,391	32,750	494,705	1,843,846
No. 4 Wheat		161,409	24	31,404	192,837
No. 5 "		27,011		11,616	38,627
No. 6 "		3,572			3,572
Other		440,223	15,215	780,814	1,236,252
Totals		6,840,456	140,172	5,854,435	12,835,063
Oats—					
No. 1 C.W.					
No. 2 "		238,540	18,109	24,087	280,736
No. 3 "		285,155	30,338	36,440	351,933
Ex. No. 1 Feed		25,355	2,805	3,300	31,460
No. 1 Feed		49,575	3,210	14,385	67,170
No. 2 "		155,141	2,395	41,975	199,511
Other		132,173	27,116	273,030	432,319
Totals		885,939	83,973	393,217	1,363,129
Barley—					
No. 3 extra C.W.		1,927			1,927
No. 3 C.W.		305,539	4,049	191,620	501,208
No. 4 "		195,179	607		195,786
Feed		61,493	390	8,073	69,956
Rejected		97,160		80,571	177,731
Other		44,049		22,179	66,228
Totals		705,347	5,044	302,443	1,012,836
Flax—					
No. 1 Northwestern Canada		160,211	4,260		164,471
No. 2 C.W.		37,732	2,330		40,062
No. 3 "		29,800	124		29,924
Rejected			475	7,203	7,731
Other		29,724	4,549		34,273
Totals		257,469	11,731	7,203	276,488
Rye—					
No. 1 C.W.		101,753	2,905		104,658
No. 2 "		76,801	2,694		79,495
No. 3 "					
No Grade		2,731			2,731
Rejected		5,872	34		5,906
Other		18,357	76		18,433
Totals		265,377	5,709		271,086
Total quantity in store		8,954,587	246,901	6,560,351	15,761,839

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

Quantity of Canadian Wheat and other Grain in store at Public Terminal Elevators, Private Terminal Elevators, Interior Terminal Elevators, Country Elevators, U.S. Atlantic Seaboard Ports and Public Elevators in the East, on October 8, 1920, with comparisons for five years.

—	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
October 8, 1920—			
Public Terminal Elevators	6,840,456	2,114,131	8,954,587
Private " "	1,343,927	602,448	1,946,375
Interior " "	140,172	106,492	246,664
Country Elevators		Not available.	
U.S. Atlantic Seaboard Ports	109,050	12,316	121,366
Public Elevators in the East	5,854,435	705,916	6,560,351
Total	14,288,040	3,541,303	17,829,343
October 10, 1919—			
Public Terminal Elevators	3,633,750	2,940,381	6,574,131
Interior " "	230,272	186,060	416,332
Public Elevators in the East	7,850,450	2,046,611	9,897,061
Total	11,714,472	5,173,052	16,887,524
October 11, 1918—			
Public Terminal Elevators	4,648,916	2,757,479	7,406,395
Interior " "	685,607	238,793	924,400
Public Elevators in the East	1,069,525	1,109,543	2,179,068
Total	6,404,048	4,105,815	10,509,863
October 12, 1917—			
Public Terminal Elevators	4,309,093	3,582,309	7,891,402
Interior " "	200,489	77,404	277,893
Public Elevators in the East	3,347,295	899,950	4,247,245
Total	7,856,877	4,559,663	12,416,540
October 13, 1916—			
Public Terminal Elevators	8,423,021	3,945,129	12,368,150
Interior " "	326,195	57,273	383,468
Public Elevators in the East	5,551,511	8,639,119	14,190,630
Total	14,300,727	12,641,521	26,942,248
October 15, 1915—			
Public Terminal Elevators	9,850,128	2,132,844	11,982,972
Interior " "	78,731	4,368	83,099
Public Elevators in the East	2,993,019	398,694	3,391,713
Total	12,921,878	2,535,906	15,457,784

PRICES FOR IMPORTED FLOUR IN THE UNITED KINGDOM.

The Royal Commission on Wheat Supplies have prescribed new maximum prices for imported flour under clause 6 of the Flour and Bread (Prices) Order, 1920, to take effect on and after September 19, 1920, and until further notice. The maximum price on the occasion of a sale by wholesale of imported flour will be at the rate of 88s. 3d. per 280 pounds ex store, net cash for settlement within 28 days from date of invoice, or subject to discount of 1s. per 290 pounds for settlement within 7 days, or 8d. per 280 pounds within 14 days, or 4d. per 280 pounds within 21 days. The maximum prices for damaged imported flour sold under any conditions will be at the rate of 83s. 6d. per 280 pounds.

Receipts and Shipments of the different kinds of Canadian Grain at the Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in the Western Division, and Public Elevators in the East; also U.S. Atlantic Seaboard Ports for the week ending October 8, 1920.

PUBLIC TERMINAL ELEVATORS.

		Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Receipts	Rail	4,713,747	408,407	207,666	37,723	106,386	.....	5,473,929
Shipments	Vessel	3,107,823	20,000	113,545	39,935	50,943	.....	3,332,246
	Rail	36,604	75,128	13,081	1,137	.....	.....	125,950

PRIVATE TERMINAL ELEVATORS.

Receipts	Rail	2,271,972	346,922	107,636	8,062	9,977	.....	2,744,569
Shipments	Vessel	1,966,105	87,441	48,502	2,758	.....	.....	2,104,806
	Rail	120,774	106,064	57,170	.....	1,322	.....	285,330

INTERIOR TERMINAL ELEVATORS.

Receipts	Rail	45,561	7,706	1,358	15,030	.....	.....	69,655
Shipments	Rail	56,151	.....	1,358	6,070	.....	.....	63,579

COUNTRY ELEVATORS, WESTERN DIVISION.

Receipts	Rail	Not available.
Shipments	Rail	

PUBLIC ELEVATORS IN THE EAST.

GEORGIAN BAY PORTS.

Receipts	Vessel	455,676	.....	80,013	69,367	.....	.....	605,056
Shipments	Rail	822,896	.....	80,013	96,026	.....	.....	998,935

LOWER LAKE PORTS.

Receipts	Vessel	746,091	6,173	96,451	.....	.....	.....	848,715
	Rail	49,779	9,852	2,750	.....	.....	.....	62,381
Shipments	Vessel	346,782	.....	93,290	.....	.....	.....	440,072
	Rail	168,778	8,539	.....	.....	.....	.....	177,317

ST. LAWRENCE PORTS.

Receipts	Vessel	70,390	17,847	93,272	7,256	.....	.....	188,765
	Rail	551,555	140,066	107,247	.....	.....	.....	798,868
Shipments	Vessel	966,602	9,411	101,291	21,629	.....	.....	1,098,933
	Rail	8,222	57,424	6,732	.....	.....	.....	72,378

SEABOARD PORTS.

Receipts	Rail	.....	.....	.....	.....	.....	.....	.....
Shipments	Vessel	.....	.....	.....	.....	.....	.....	.....

TOTAL, PUBLIC ELEVATORS IN THE EAST.

Receipts	Vessel	1,272,157	24,020	269,736	76,623	.....	.....	1,642,536
	Rail	601,334	149,918	109,997	.....	.....	.....	861,249
Shipments	Vessel	1,313,384	9,411	194,581	21,629	.....	.....	1,539,005
	Rail	999,896	65,963	86,745	96,026	.....	.....	1,248,630

U.S. ATLANTIC SEABOARD PORTS.

Receipts	Rail	51,446	.....	.....	.....	4,436	.....	55,882
Shipments	Vessel	1,028	.....	.....	.....	17,118	.....	18,156

Quantities of United States Grain in Store, Received and Shipped at the Public Elevators in the East for the week ending October 8, 1920, in comparison with the same period last year.

	Wheat.	Oats.	Barley.	Rye.	Corn.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Depot Harbour Elevator		110,549			312,010	422,559
Midland Elevator Co.	196,498					196,498
Montreal Harbour Commissioners Elevators 1 and 2	126,342		3,707	395,805	101,522	627,376
Quebec Harbour Commissioners Elevator					2,697	2,697
Totals	322,840	110,549	3,707	395,805	416,229	1,249,130
Same period last year	129,955		33,126	322,343	1,014	486,736

Georgian Bay Ports.

	Receipts.		Shipments.	
	Water	Rail	Water	Rail
	Bush.	Bush.	Bush.	Bush.
Wheat	570,124			373,626
Oats				12,000
Corn	175,793			8,750

St. Lawrence Ports.

Wheat			122,448	—
Barley			7,700	—
Corn		8,142	97,001	—
Rye		65,558	69,657	—

NEW PUBLICATIONS OF THE BRITISH ENGINEERING STANDARDS ASSOCIATION.

The British Engineering Standards Association have just published the following pamphlets which may be of interest to Canadian manufacturers:—

Lists of British Standard Rolled Steel Sections for Structural Purposes (Revised July, 1920). Price 1s. 2d.

Report on British Standard Forms of Notched Bar Test Pieces. Price 1s. 2d.

British Standard Specification for Electrically Heated Cooking Range (two sizes). Price 1s. 2d.

British Standard Specification for Watertight Fittings for Incandescent Electric Lamps. Price 1s. 2d.

British Standard Dimensions for Body Spaces and Frame Ends Chassis for Private Automobiles. Price 1s. 2d.

British Standard List of Rubber Tires for British Standard Rims. Price 1s. 2d.

British Standard Specifications for Watertight Glands for Electric Cables. Price 1s. 2d.

British Standard Specification for Portland Cement (Revised 1920). Price 1s. 2d.

Copies of any of the above publications may be obtained from the British Engineering Standards Association, 28 Victoria Street, London, S.W.1, England, at the price mentioned.

Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other Points in the Western Division for the Undermentioned Periods.

		Month of September, 1920.	Month of September, 1919.
Wheat, Spring—			
One Hard		5	36
One Hard White Fife			
One Man. Northern		7,336	7,383
Two Man. Northern		4,319	3,918
Three Man. Northern		2,816	3,191
Number Four		583	688
Number Five		97	210
Number Six		12	42
Feed		2	12
Smutty		15	32
No Grade		81	514
Rejected		841	1,124
Condemned			8
No Established Grade			
No. 1		7	23
No. 2			1
No. 3			
No. 1 Goose			
No. 2 Goose			
No. 4 Special			103
No. 5 Special			79
No. 6 Special			20
No. 1 Durum		18	5
No. 2 Durum		38	9
No. 3 Durum		31	1
Total Spring Wheat	Cars	16,248	17,569
	Bush	19,961,350	21,856,250
Wheat, Winter—			
One A.R.W.		14	5
Two A.R.W.		3	
Three A.R.W.		1	
Four R.W.			
Five Winter			
One White Winter			
Two White Winter			
Three White Winter			
Four White Winter			
One Mixed Winter			
Two Mixed Winter			
Three Mixed Winter			
Four White Winter			
No Grade			
Rejected			
Smutty White Winter			
Total Winter Wheat	Cars	18	5
	Bush	5,275	50
Total Wheat	Cars	16,266	17,574
	Bush	19,924,625	21,909,300
Oats—			
Extra No. 1 C.W.			
Number One Canadian Western			1
Number Two Canadian Western		24	106
Number Three Canadian Western		245	307
Extra Number One Feed		26	54
Number One Feed		67	201
Number Two Feed		50	139
Rejected		44	87
No Grade		70	135
Condemned		1	
Mixed Grain		46	84
Mixed Grain No. 2			
Spelts			
Total Oats	Cars	623	1,124
	Bush	1,843,600	3,354,000

Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other Points in the Western Division for the Undermentioned Periods.—*Continued.*

		Month of September, 1920.	Month of September, 1919.
Barley—			
Number Two C.W.		.....	.....
Number Three Extra C.W.		7	2
Number Three C.W.		494	471
Number Four C.W.		220	295
Rejected		103	89
No Grade		58	105
Condemned		1	.....
Smutty		.....	.....
Feed		74	185
Total Barley	Cars	957	1,147
	Bush.	1,291,950	1,548,450
Flaxseed—			
Number One N.W. Canada		123	80
Number 2 C.W.		15	.....
Number 3 C.W.		5	4
Rejected		5	2
No Grade		.....	1
Condemned		.....	.....
Total Flaxseed	Cars	148	87
	Bush.	148,000	87,000
Rye—			
Number 1 C.W.		206	6
Number 2 C.W.		162	255
Rejected		36	103
No Grade		5	24
Feed		.....	.....
Condemned		.....	.....
Rye	Cars	409	388
	Bush.	470,350	426,800
Corn	Cars	.....	.....
	Bush.	.....	.....
Screenings	Cars	23	61
	Bush.	23,000	61,000
Buckwheat	Cars	.....	.....
	Bush.	.....	.....
Recapitulation.			
Grain—			
Wheat	Cars	16,265	17,514
	Bush.	19,924,625	21,892,500
Oats	Cars	948	1,740
	Bush.	1,848,600	3,654,000
Barley	Cars	957	1,147
	Bush.	1,291,950	1,548,450
Flaxseed	Cars	148	87
	Bush.	148,000	87,000
Rye	Cars	409	388
	Bush.	470,350	426,800
Screenings	Cars	23	61
	Bush.	23,000	61,000
Corn	Cars	.....	.....
	Bush.	.....	.....
Buckwheat	Cars	.....	.....
	Bush.	.....	.....
Total grain	Cars	18,750	20,937
	Bush.	23,706,525	27,669,750

Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other Points in the Western Division for the Undermentioned Periods—*Concluded.*

	Month of September, 1920.	Month of September, 1919.
Canadian Pacific Railway, Winnipeg and other points	11,595	10,878
Canadian Northern Railway	5,502	7,100
Great Northern Railway, Duluth	101	130
Grand Trunk Pacific	1,552	2,829
Total	18,750	20,937
	+Increase. −Decrease.	% increase.
Canadian Pacific Railway and other points	+ 717	
Canadian Northern Railway	− 1,598	
Great Northern Railway, Duluth	− 29	
Grand Trunk Pacific	− 1,277	
Total Decrease	2,187	

Receipts and Shipments of the Different Kinds of Grain at Fort William and Port Arthur Public and Private Terminal Elevators during the month of September, 1920 and 1919.

Receipts.

	Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.	Mixed Grain.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lbs.
September, 1920	12,642,164	816,335	1,041,570	111,147	315,071	99,914	15,026,201	1,721,828
September, 1919	16,013,726	1,818,832	1,023,840	31,028	219,190		19,106,616	2,477,421

Shipments.

Sept., 1920	Lake	7,761,328	17,857	306,820	145,071	113,233		8,344,309	
	Rail	173,447	187,206	209,330	29,160	4,293	37,553	640,989	509,490
Sept., 1919	Lake	12,124,172	1,308,751	536,332		66,131		14,035,386	874,008
	Rail	267,513	556,799	184,195	24,318	5,589		1,038,414	1,294,292

NEW INCORPORATIONS.

Dominion.

Le Syndicate General des Medecins des Eaux Minerales Naturelles du Canada, Limitee. Incorporators: Pacifique Gauthier, Hector Sanche, George Raoul Talbot, Roch Desparies and Stephen Langevin, physicians, all of Montreal. Capital $150,000, divided into 6,000 shares of $25 each. Chief place of business, Montreal.

Horne-Harshman Company, Limited. Incorporators: Ernest Macaulay Dillon and Ray Thronley Birks, esquires; Ethel Louise Helen Scott, accountant, and others—all of Toronto. Capital $150,000, divided into 1,500 shares of $100 each. Chief place of business, Toronto.

All-British Submarine Signalling, Limited. Incorporators: Alfred Passmore Poussette, esquire; and George Fuller, surveyor, of the Borough of Holborn, England; Joseph Morris, of Chiswick Park, England, engineer; Philip Sayers, of the city of Westminster, England, accountant; and Harry John Grosse, of the Borough of St. Pancras, England, aforesaid, clerk. Capital £80,000, divided into 320,000 shares of 5s. each. Chief place of business, Toronto.

Gardenlawn, Limited. Incorporators: Reginald George Austin, manager, Lambert, Quebec; Joseph Knox, accountant, Lachine, Quebec, and others. Capital $50,000, divided into 500 shares of $100 each. Chief place of business, Montreal.

J. & G. Black, Limited. Incorporators: George James Cuthbertson, manufacturer; George Adrian Cuthbertson, manager; Annie Armour Cuthbertson, married woman, and Mary Agnes Smith, spinster—all of Westmount, Que., and others. Capital $75,600, divided into 750 shares of $100 each. Chief place of business, Thurso, Quebec.

The Smoot Service Corporation, Limited. Incorporators: James Steller Lovell and Charles Delamere Magee, accountants; William Bain, bookkeeper, and others—all of Toronto. Capital stock of the company shall consist of two thousand preference shares of one hundred dollars each, and six thousand shares of no nominal or par value, provided that the said company shall carry on its business with a capital of two hundred and thirty thousand dollars ($230,000). Chief place of business, Toronto.

La Salle Lead Products, Limited. Incorporators: Edouard Joseph Bensette, manufacturer; Evelyn Jacque Bensette, married woman; Albert Laurent Bensette, agent, and Victor Bensette, gentleman, and others—all of Windsor. Capital $40,000, divided into 400 shares of $100 each. Chief place of business, Windsor.

Overseas Export Company of Canada, Limited. Incorporators: Louis Philippe Crepeau, K.C., Maurice Dugas and Benjamin Robinson, advocates; and others—all of Montreal. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of business, Montreal.

The Gay Stores, Limited. Incorporators: Arthur Findlay Armstrong, bookkeeper; John Edward Grivell, Ella Mary Jackson, Bessie Moore Rogers, and Hanna Grace McKeil, stenographers—all of Montreal. Capital $200,000, divided into 20,000 shares of $10 each. Chief place of business, Montreal, Que.

Underwriters Laboratories of Canada. Incorporators: William Henry Merill, engineer; and Darrell Sully Boyd, lawyer, of Chicago; George David Kelly and Leo Andrew Kelly, barristers-at-law, and others—all of Ottawa. Chief place of business, Montreal.

Merchants Association of Montreal. Incorporators: Edwin Ernest Wallace, merchant; Leslie Stuart Mitchell, manufacturer; Patrick Henry Bartley, treasurer; Paul Ernest Joubert, manager; Edward Quinn and William Cook, superintendent—all of Montreal.

Herdman & Company, Limited. Incorporators: William Kenneth McKeown, advocate and K.C.; Lorne Clayton Herdman, stock broker; George Edward Chart, accountant; and others—all of Montreal. Capital $250,000, divided into 2,000 shares of $100 each. Chief place of business, Montreal.

Ira Sessenwein, Limited. Incorporators: Peter Bercovitch, advocate and K.C.; Ernest Lafontaine and Adolph Gardner, advocates; and others—all of Montreal. Capital $30,000, divided into 300 shares of $100 each. Chief place of business, Montreal.

Hamilton-Bothwell Oil Company, Limited. Incorporators: Aden Arenzo Hurst, signal supervisor; Samuel Benjamin Fuller, insurance broker; Frederick Albert Robertson, salesman; and John George Niederer, factory superintendent—all of Hamilton; and Albert Edward Miller, capitalist, of Bothwell, Ontario. Capital $300,000, divided into 300,000 shares of $1 each. Chief place of business, Bothwell, Ontario.

British Radio Corporation of America. Incorporators: William Langley Bond, K.C.; Lucien Beauregard, advocate; and others. Capital $10,000, divided into 100 shares of $100 each. Chief place of business, Montreal.

Johnson Bros. Company, Limited. Incorporators: John Ellsworth Johnson and David Orr Johnson, contractors, of Toronto; John Nelson Fairbank, accountant; and Fred. Shultz, contractor, of Brantford; and Martin Leo McLean, of Simcoe, contractor. Capital $500,000, divided into 5,000 shares of $100 each. Chief place of business, Brantford.

P. N. Gray & Company, Limited. Incorporators: Edward Spice, William Howard August, John Campbell Broadfoot, William Brock Henry and Horace Victor Hudson, solicitors—all of Winnipeg. Capital $100,000, divided into 10,000 shares of $10 each. Chief place of business, Winnipeg.

Ontario.

Motor Sundries Corporation, Limited. Incorporators: Russell Pierce Locke, Grant Cooper and Howard Addison Hall, barristers-at-law; and others—all of Toronto. Capital $500,000, divided into 5,000 shares of $100 each. Head office, Toronto.

Burroughs Machines, Limited. Incorporators: Sydney Ellis Wedd, Roy Beverley Whitehead, and Bruce Victor McCrimmon, solicitors; and others—all of Toronto. Capital $1,000,000, divided into 10,000 shares of $100 each. Head office, Toronto.

Lincoln Basket Company, Limited. Incorporators: Henry Herbert Collier and James Grant Schiller, solicitors; and others—all of St. Catharines. Capital $40,000, divided into 400 shares of $100 each. Head office, St. Catharines.

The Rumpel Felt Company, Limited. Incorporators: Oscar Rumpel and Walter George Rumpel, manufacturers; and others—all of Kitchener. Capital $300,000, divided into 3,000 shares of $100 each. Head office, Kitchener.

PAPER-MAKING IN CEYLON.

(London Times Trade Supplement.)

The establishment and development of industries in Ceylon is now receiving much attention in official circles, especially in their relation to the proposed hydro-electric power scheme, which, it is realized on all hands, if dependent entirely on the present demand for power is unlikely to be a paying concern for a number of years. So Colombo is bound to be industrialized to a considerable extent in the near future. One of the pioneer enterprises, it is hoped, will be paper-making. Some of the leading commercial people of Colombo are now engaged in formulating a scheme to start a paper mill at Colombo. A paper mill will soon be started at Moratuwa, 14 miles from Colombo, under the supervision of a Japan-trained Ceylonese paper expert. The mill will be financed by native capitalists.

Japanese competition is driving out English paper in India and Ceylon steadily, so that the development of manufacture in these countries is an Imperial and economic need. Raw material is available in quantity in Ceylon. The annual paper demand of the island may safely be assessed at Rs. 300,000. A local paper industry with reasonable aid from the Government should prove a success.

FOREIGN EXCHANGE QUOTATIONS FOR THE WEEK ENDING OCTOBER 13.

The Foreign Exchange Department of the Bank of Montreal has furnished the following statement of the nominal closing quotations for all the principal exchanges for the week ending October 13. Those for the week ending October 6 are also given for the sake of comparison.

		Parity.	Week ending October 6, 1920.	Week ending October 13, 1920.
Britain	£ 1.00	$4.86	3.81	3.85
France	Fr. 1.	.193	.073	.072
Italy	Lira 1.	.193	.042	.043
Holland	Florin 1.	.402	.339	.340
Belgium	Fr. 1.	.193	.077	.076
Spain	Pes. 1.	.193	.160	.159
Portugal	Esc. 1.	1.08	.174	.160
Switzerland	Fr. 1.	.193	.173	.176
Germany	Mk. 1.	.238	.017	.016
Greece	Dr. 1.	.193	.112	.109
Norway	Kr. 1.	.268	.153	.152
Sweden	Kr. 1.	.268	.218	.217
Denmark	Kr. 1.	.268	.153	.154
Japan	Yen 1.	.498	.556	.563
India	R. 1.	.342	.376	.381
United States	$ 1.	1.00	1.09	1.10
Argentina	Pes. 1.	.965	1.31	1.08
Brazil	Mil. 1.	.546	.192	.198
Roumania	Lei. 1.	.193	.021	.021

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "The Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa," or The Secretary of the Canadian Manufacturers' Association, Toronto, Montreal, Winnipeg, Amherst, N.S., and Vancouver, or The Secretary of the Board of Trade at Toronto, Hamilton, Kingston, Brandon, Halifax, Montreal, Quebec, St. John, Sherbrooke, Vancouver, Victoria, Winnipeg, Edmonton, Calgary, Moosejaw, Saskatoon, Sault Ste. Marie, Fort William, Port Arthur, Moncton, Regina, New Westminster, B.C., Sydney (Cape Breton), Guelph, Peterborough, Brantford, St. Mary's, Ont., Chambre de Commerce de Montreal, The Londn, Ont., Chamber of Commerce, The Stratford Chamber of Commerce, The Border Chamber of Commerce, Windsor, Ont., and Kitchener Manufacturers' Association.

Miscellaneous Manufactures.

2087. **Flour.**—A London firm wish to secure the agency of a first-class Canadian flour mill for Greece and the Near East (Turkey, Bulgaria, etc.), in which they have their own houses.

2088. **Tinned provisions, agricultural implements, and general merchandise.**—Established British firm of African importers, with their own organization in East Africa, West Africa, and Kenya Colony, wish to be approached by Canadian manufacturers who would consider these markets. The above noted lines would be particularly welcome, but they will entertain offers from any Canadian manufacturer. References.

2089. **Surgical instruments and appliances.**—A Cape Town firm make request for correspondence, catalogues and price lists from Canadian firms prepared for export in surgical instruments and appliances, nursing requisites, artificial limbs, and veterinary instruments.

2090. **Iron stampings.**—British electrical manufacturer, now in Canada, wishes to be placed in touch with Canadian manufacturers of the following product: Soft charcoaled iron stampings, suitable for dynamo electric machinery, having low hysterisis loss, up to diameters 30 inches, and notched, insulated on one side, in quantities of 300 tons per annum.

2091. **Caustic soda and soda ash.**—A Buenos Aires importer would be pleased to receive quotations on caustic soda, 76-78 per cent, packed in drums, and soda ash, light, 58 per cent, packed in barrels or bags. Quotations f.o.b. vessel; payment cash in Canada against delivery of shipping documents.

2092. **Arsenic.**—A Buenos Aires importer desires to be placed in communication with manufacturers of arsenic, white, powdered, 99 per cent arsenic, packed in kegs or barrels. Could also dispose of fair-sized quantities of 95-97 per cent white, powdered arsenic. The latter is used in the manufacture of sheep dip. Quotations f.o.b. vessel should be supplied at first writing. Payment, cash in Canada against delivery of shipping documents.

2093. **Building materials.**—Property converting specialist in Edinburgh is desirous of being placed in touch with Canadian manufacturers of building materials who would consider the British or continental markets.

2094. **Lacrosse sticks.**—An important London departmental store wish to purchase lacrosse sticks, and invite offers from Canadian manufacturers.

2095. **Meat bags.**—A Buenos Aires importer would like to receive quotations on stockinette meat bags. Quotations should be f.o.b. vessel and should be accompanied by complete data as to packing, number of bags in a bale, cubic contents of a bale, etc. Payment, cash in Canada against delivery of shipping documents. A sample bag can be inspected at the Commercial Intelligence Branch of the Department of Trade and Commerce.

2096. **General manufactures.**—A new firm of general commission agents in Rio de Janeiro wish to make connections with manufacturing and exporting firms in Canada. Special mention may be made of motor cars, trucks, chinaware, chemical products, drugs, paints and varnishes, machinery in general, and carpenters' tools.

2097. **Agencies.**—Canadian ex-officer, who is organizing an agency firm for the Union of South Africa, requests correspondence from Canadian firms seeking representation in South Africa for any line except machinery.

2098. **Agencies.**—A Cape Town manufacturers' agent is prepared to take up the representation in South Africa of firms manufacturing for export, auto accessories and electrical fixtures.

The following trade inquiries are repeated:—

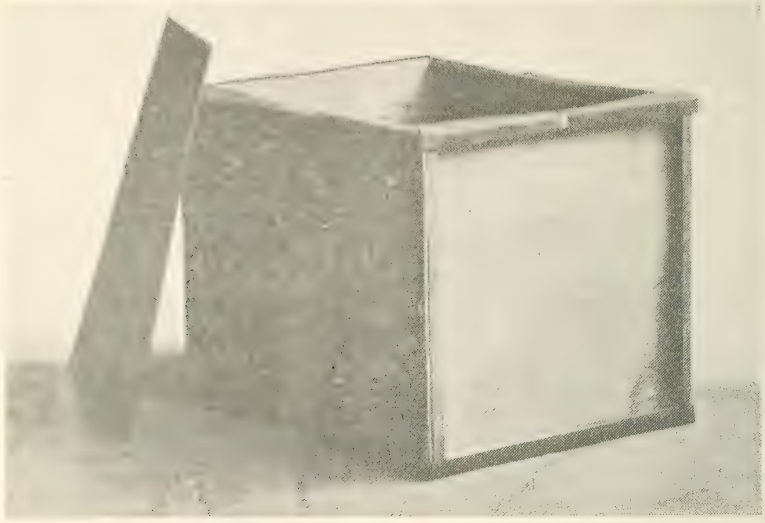
985. **Plywood boxes.**—Inquiry is made on behalf of a firm in Shanghai who are agents for numerous interests in Java and the Malay States for 50,000 plywood boxes for the shipping of tea and rubber (for details see article in this issue of *Weekly Bulletin* 850).

Writing with reference to this inquiry, Mr. J. W. Ross, Canadian Government Trade Commissioner at Shanghai, wrote:—

A very large demand exists in China, the Straits Settlements, Java, Ceylon and India for boxes in which to ship away the various export products of those countries, principally tea and rubber.

These boxes of which the accompanying photograph is an accurate illustration, are made of laminated or plywood (3-ply), the size is 19-inch by 19-inch by 24-inch, and thus measure 5 cubic feet, and are made to contain 200 pounds of sheet rubber, or 160 pounds of crepe rubber.

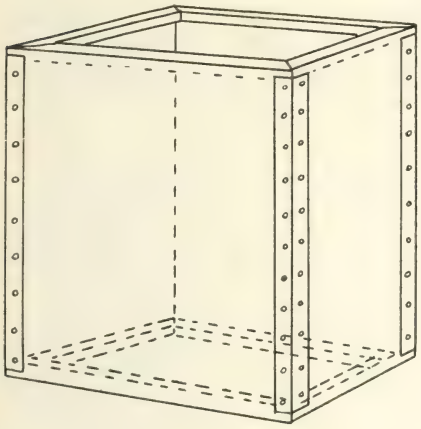
Such boxes are now being made locally in Java, and are furnished complete with sheet iron corners, as seen loosely placed upon the corners of the box in the photograph. Their cost is guilders 3·25 each, or about $1.25 United States currency. I have received an inquiry from one firm for 50,000 of these boxes, but the demand from the Straits Settlements, the Malay States, Java and Sumatra will greatly exceed this number; it is estimated that 4,000,000 of these cases will be required in 1920 in which to ship the season's output.



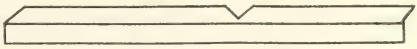
The employment of laminated or plywood for packing cases for the shipment of certain products is yearly becoming greater, for it possesses certain advantages over the common type of packing cases. Cases made of plywood are light in weight, and are less rigid, as well as being very nearly waterproof. Such cases are particularly well adapted for the shipment of tea, for which purpose many millions are annually required in India, Ceylon, Java and China. They are also particularly well suited to the shipment of raw silk and numerous other products of Eastern countries.

Laminated wood for box shooks was largely produced in Russia before the war, and is now being manufactured in Finland and Norway and Sweden. Two large and important companies in London are at present supplying much of the demands of India and Ceylon for tea boxes made of plywood. Japan is also an important producer, and furnishes China with large numbers of such boxes for the shipment of tea. This is an industry in which Canada should be in a position to compete; the above figures show the great volume to which this business has attained at the present time, but this has been reached within a comparatively short time; the future possibilities of this trade are really very great.

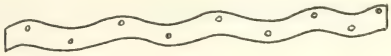
832. **Veneer chests for shipping rubber and tea.**—Ten thousand (10,000) veneer rubber and / or tea chests, of good quality well finished 3-ply boards, the layers of which must be properly stuck together, size of chests when fitted up to be 19x19x24 inches complete with battens for top and bottom with bevelled ends as per sketch attached



CHEST WITH BATTENS AND SIDE PIECES IN PLACE.



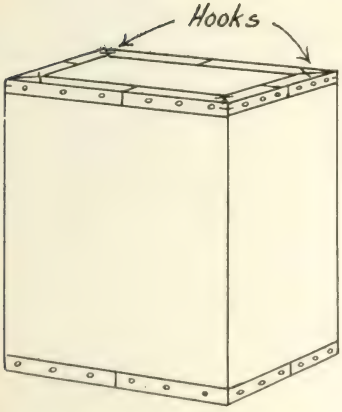
PLAIN STRAIGHT 'V' CUT PIECE FOR TOPS AND BOTTOMS.



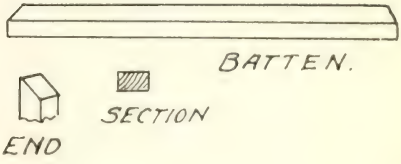
WAVED PIECE FOR TOPS, BOTTOMS OR SIDES, WITH INDENTATIONS FOR RIVETS (NOT HOLES)



STRAIGHT SIDE PIECE WITH INDENTATIONS FOR RIVETS (NOT HOLES)



SHOWING TOP AND BOTTOM PIECES.



and with the following: Metal pieces of good tinplate, not zinc, which is too soft. Four upright pieces which must be long enough to be covered by the top and bottom pieces. Eight top and bottom pieces. If these are of straight metal they must have a V cut on the top side so that they will make proper corners. If waved metal

is used for all upright and top and bottom pieces, we do not want the kind with the narrow part widening into the broad part, as this is too weak, but the continuous wave pattern. With this it is unnecessary to have a V cut in corner pieces as the straight metal is sufficiently strong. Rivets. 88 split rivets sufficiently long to turn back properly and make a good fastening. Nails. 66 by ¾ nails, 48 by 1½ nails, 16 shooks. Goods. All these accessories should be done up in little bundles, cased and marked separately. Packing. We suggest that the shooks be put in veneer wood rough cases. Note. If possible please include c.i.f. charges to Singapore, and also Belawan, Deli. Failing this we shall require shipping specifications, weights, measurements, etc., to enable us to calculate a c.i.f. price.

RETURNED SOLDIERS SEEKING OVERSEAS AGENCIES.

68. R.S.—Ex-officer of the Imperial Army, now repatriated and established as importer and exporter in Toronto, wishes to be placed in touch with manufacturers who are considering the Indian market. Served in the Indian theatre for three years, and had the opportunity for studying Indian industry after the armistice.

69. R.S.—Representation in Central and South America: Captain in Canadian Expeditionary Forces, four years' active service overseas, wishes to secure representation of Canadian manufacturers who are disposed to open commercial relations in Central and South America. At present connected with large American export firm. Recently returned from a trip to Central and South America, where prospects looked very good for Canadian goods. Spent several years in this territory previous to going overseas. Speaks English, Spanish and French. Best references furnished.

70. R.S.—Ex-officer of the Tank Corps, who had special opportunities during the war for making connections in the industrial centres of Great Britain, is returning overseas about the middle of September to continue post-graduate work in industrial research at the University of London. He will consider offers from firms desiring representation in Great Britain, or will undertake any special transactions requiring a British representative. Has adequate facilities for introductions to all British trade circles.

71. R.S.—An English business man, 30 years of age, who was living in Brazil when war broke out, came to Canada and enlisted for service overseas. Since being discharged he has been employed in Canadian business houses. He now proposes to return to Brazil and wishes to arrange to represent Canadian manufacturers who wish to export to Brazil. Although born in England, he lived for some years in Brazil and can speak and write Portuguese, as well as Spanish. He will return to Brazil by way of the West Indies, and will be glad to take agencies for the West Indies as well as Brazil. He had ten years' experience in the West Indies and Brazil, and is prepared to handle drygoods, flour, feedstuffs, shelf hardware, steel goods, canned goods, patent medicines, toilet goods, dried cod and other fish.

72. R.S.—A young Canadian who served as Chinese interpreter in France during the war would like to arrange with a Canadian firm or group of firms to send him to China where he had five years' experience previous to the war. He was also connected with the Canadian missions in China for five years in a business capacity, having had business experience in Canada previous to going to China. He has travelled 2,000 miles into the interior of China and is well acquainted with Chinese conditions. Good references can be furnished.

73. R.S.—A returned soldier, 30 years of age, at present holding a responsible Government position, desires Canadian agencies in Great Britain. He has a good connection and has had considerable commercial and selling experience. He will locate in Manchester.

PROPOSED SAILINGS FROM CANADIAN PORTS.*

Subject to change without notice.

From Quebec.

To Liverpool.—*Victorian,* C.P.O.S. Line, about October 26; *Empress of France,* C.P.O.S. Line, about November 3; *Empress of Britain,* C.P.O.S. Line, about November 10; *Victorian,* C.P.O.S. Line, about November 22.

From Montreal.

To Liverpool.—*Metagama,* C.P.O.S. Line, about October 23; *Dominion,* White Star-Dominion Line, about October 23; *Canadian Victor,* Canadian Government Merchant Marine, Ltd., about October 26; *Canada,* White Star-Dominion Line, about October 30; *Melita,* C.P.O.S. Line, about November 6.

To London.—*Canadian Raider,* Canadian Government Merchant Marine, Ltd., about October 20; *Bosworth,* C.P.O.S. Line, about October 27 (via Halifax); *Corsican,* C.P.O.S. Line, about October 29; *Canadian Rancher,* Canadian Government Merchant Marine, Ltd., about October 30; *Scotian,* C.P.O.S. Line, about November 5; *Venasia,* Cunard Line, about November 7; *Verentia,* Cunard Line, about November 30.

To Glasgow.—*Cabotia,* Anchor-Donaldson Line, about October 21; *Pretorian,* C.P.O.S. Line, about October 22; *Canadian Navigator,* Canadian Government Merchant Marine, Ltd., about October 23; *Saturnia,* Anchor-Donaldson Line, about October 30; *Canadian Carrier,* Canadian Government Merchant Marine, Ltd., about November 6; *Cabotia,* Anchor-Donaldson Line, about November 6.

To Newcastle-on-Tyne.—*Cairnmona,* Thomson Line, about October 21.

To Southampton.—*Scandinavian,* C.P.O.S. Line, about November 13.

To Avonmouth and Swansea.—*Bothwell,* C.P.O.S. Line, about October 26.

To Avonmouth Dock (Bristol).—*Turcoman,* Dominion Line, about October 26; *Vellavia,* Cunard Line, about November 7.

To Cardiff and Swansea.—*Canadian Otter,* Canadian Government Merchant Marine, Ltd., about October 23.

To Manchester.—*Manchester Civilian,* Manchester Liners, about October 21; *Manchester Division,* Manchester Liners, about October 30; *Manchester Brigade,* Manchester Liners, about November 7; *Manchester Hero,* Manchester Liners, about November 14.

To Leith.—*Cairnmona,* Thomson Line, about October 21; *Cairnvalona,* Thomson Line, about October 24.

To Dublin.—*Ramore Head,* Head Line, about November 8.

To Belfast.—*Kenbane Head,* Head Line, about October 22; *Ramore Head,* Head Line, about November 8; *Melmore Head,* Head Line, about November 15.

To Hull.—*Rossana,* Manchester Liners, about October 26; *Mendip Range,* Manchester Liners, about November 2; *Maplemore,* Manchester Liners, about November 10.

To Antwerp.—*Bosworth,* C.P.O.S. Line, about October 27; *Scandinavian,* C.P.O.S. Line, about November 13.

To Rotterdam.—*Fanad Head,* Head Line, about October 22; *Dunaff Head,* Head Line, about November 20.

To Hamburg.—*Fanad Head,* Head Line, about October 22; *Dunaff Head,* Head Line, about November 20.

To Havre.—*Corsican,* C.P.O.S. Line, about October 29; *Scotian,* C.P.O.S. Line, about November 5.

**These sailings are not complete, but are compiled from lists of prospective sailings supplied by shipping companies.*

To St. John's, Nfld.—*Canadian Miner*, Canadian Government Merchant Marine, Ltd., about October 20; *Corunna*, Canada Steamship Lines, Ltd., about October 23.

To Barbados, Trinidad, and Demerara.—*Canadian Observer*, Canadian Government Merchant Marine, Ltd., about October 20; *Canadian Farmer*, Canadian Government Merchant Marine, Ltd., about November 3.

To South Africa.—*Kwarra*, Elder-Dempster Line, about November 10.

To Australasian Ports (Melbourne, Sydney, Auckland, Wellington, and Dunedin).—*Trevelgan*, New Zealand Shipping Co., Ltd., about October 20; *Karanga*, New Zealand Shipping Co., Ltd., about November 3; *Tremeadow*, New Zealand Shipping Co., about November 15.

To Montevideo, Buenos Aires and Rosario.—*Hyacinthus*, Houston Lines, about October 20; a steamer, Houston Lines, about November 15.

To Rio de Janeiro, Montevideo, and Buenos Aires.—*Canadian Miller*, Canadian Government Merchant Marine, Ltd., about October 20.

To Santiago de Cuba and Kingston (Jamaica).—*Canadian Sower*, Canadian Government Merchant Marine, Ltd., about October 23; *Canadian Adventurer*, Canadian Government Merchant Marine, Ltd., about November 3.

To India and Far Eastern Ports.—*Halesius*, Houston Lines, about October 20; *City of Melbourne*, Ellerman-Bucknalls, about October 25.

To Karachi, Bombay, Colombo, Madras, Rangoon, Calcutta, Singapore, Batavia, and Soerabaya.—*Boyne*, Canadian Government Merchant Marine, Ltd., and British India Steam Navigation Co., Ltd., joint service, about October 30.

From Halifax.

To British West Indies.—*Chignecto*, Royal Mail Steam Packet Co., about October 29.

To London.—*Kanawha*, Furness, Withy & Co., about October 20; *Wyncote*, Furness, Withy & Co., about October 25; *Norfolk Range*, Furness, Withy & Co., about November 1.

To Manchester.—*Manchester Corporation*, Furness, Withy & Co., about October 19; *Manchester Importer*, Furness Withy & Co., about October 27.

To Liverpool.—*Tamaqua*, Furness, Withy & Co., about October 27.

From North Sydney.

To St. John's, Nfld.—*Sable I.*, Farquhar & Co., about October 23.

To St. Pierre-Miquelon.—*Pro-Patria*, Lacroix & Co., agents, October 20 and November 3.

From Victoria.

To Yokohama, Kobe, Hong Kong, and Manila.—*Tyndareus*, Blue Funnel Line, about November 17.

From Vancouver, B.C.

To Australia and New Zealand.—*Niagara*, Canadian-Australasian Royal Mail Line, about November 11.

To London, Liverpool, and Glasgow (via Panama Canal).—*Orator*, Harrison Direct Line, October (via Victoria).

To Yokohama, Kobe, Hong Kong, and Manila.—*Tyndareus*, Blue Funnel Line, about November 10.

To Yokohama, Kobe, Nagasaki, Shanghai, Manila, and Hong Kong.—*Empress of Asia*, C.P.O.S. Line, about October 21; *Empress of Russia*, C.P.O.S. Line, about November 18.

To Yokohama, Kobe, Nagasaki, Shanghai, and Hong Kong.—*Monteagle*, C.P.O.S. Line, about November 27.

To Shanghai, Hong Kong, and Singapore.—*Grace Dollar*, Dollar Steamship Lines, December 16.

SPARE PUBLICATIONS.

The Department of Trade and Commerce has on hand at present spare copies of a considerable number of publications which it would be glad to forward to any one in Canada desiring them, without charge, so long as the supply lasts. In some cases only single copies are available. Applications from libraries, universities, boards of trade or similar organizations will be given the preference. Applications should be addressed to "The Supplies Branch, Department of Trade and Commerce, Ottawa."

The demand for the spare publications heretofore listed has been very great and the supply in many cases exhausted within a day or so of the publication of the *Weekly Bulletin*.

Correspondents should confine their applications solely to the list given below. If other publications are desired a separate letter should be written.

Canada Grain Act, with Amendments, 1912.
Canadian Economic Commission to Siberia, 1919.
Census of Canada:
1901, Vol. 1, Population; 1911, Vol. 2, Religious Origins; 1890-91, Vol. 3; 1890-91, Vol. 4.
Census of the Northwest, 1885.
Census of the Northwest Provinces, Population and Agriculture, 1906.
Census of Statistics Monthly:
Vols. 7 and 8, 1914-15; Vols. 9 and 10, 1915-16.
China and Japan, 1914.
Chinese Markets for Canadian Products, 1919.
Coal Fields of Nova Scotia, 1909.
Dominion Election Act, 1917.
Final Report of the Fuel Controller, 1919.
German War and its Relation to Canadian Trade, 1914.
Grain Inspection in Canada, 1914.
Handbook for Export to South America, 1915.
Imperial Year Book, 1917-18.
Jubilee of Confederation, 1917. (English).
List of Licensed Elevators and Warehouses, 1919-1920.
Report of the Board of Grain Commissioners for Canada, 1917-1918.
Report on the Need for the Suppression of the Opium Traffic in Canada, 1908.
Royal Commission on Grain Trade in Canada, 1906.
Royal Commission on a Dispute between the Bell Telephone Company and Operators at Toronto, 1907.
Russian Trade, 1916.
Special Trade Commission to Great Britain, France, and Italy, 1916.
The Royal Commission re the Alleged Employment of Aliens by the Pere Marquette Railway in Canada, 1905.
Timber Export Trade of Australia, 1917.
Canadian Economic Commission to Siberia, 1919.
Trade after the War, 1916.
Trade with South China, 1919.
Trading in Spain, 1920.
Trial Shipments of Buckwheat via Panama Canal to the United Kingdom, 1918.
Wholesale Prices of Canada, 1910.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Gevernment Trade Commissioner, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

Ernest Leonard McColl, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rut Goncalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nan'king Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

H. A. Chisholm, Canadian Government Trade Commissioner, 501 and 502, Teniente Rey 11, Havana. Casa de Corres—Apartado 1290. *Cable Address, Cantracom.*

France.

Hercule Barré, Canadian Government Trade Commissioner, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland and Belgium.

A. Stuart Bleakney, Canadian Government Trade Commissioner, c/o Chas. H. Demey, Esq., Rue Adolphe Max, Brussels. *Cable Address, Canadian.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; office 50-B Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Westminister House, Adderly street, Cape Town. *Cable Address, Cantracom.*

South Eastern Europe.

L. D. Wilgress, Canadian Government Trade Commissioner, Bucharest. *Cable Address, Care Canadian, Milan.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

G. B. Johnson, Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

W. C. Noxon, Director, Overseas Trade Branch of the Department of Trade and Commerce, 1 Regent Street, S.W. 1, Eng. *Cable Address, Canmission.*

United States.

John A. Cooper, Director Dominion Bureau of Information, 1463 Broadway, New York City.

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:
Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:
Valparaiso, British Consul General.

Colombia:
Bogota, British Consul General.

Ecuador:
Quito, British Consul General.
Guayaquil, British Consul.

Egypt:
Alexandria, British Consul General.

France:
Havre, British Consul General.
Marseilles, British Consul General.

India:
Calcutta. Director General of Commercial Intelligence.

Italy:
Genoa, British Consul General.
Milan, British Consul.

Mexico:
Mexico, British Consul General.

Netherlands:
Amsterdam, British Consul.

Panama:
Colon, British Consul.
Panama, British Vice-Consul.

Peru:
Lima, British Vice-Consul.

Portugal:
Lisbon, British Consul.

Spain:
Barcelona, British Consul General.
Madrid, British Consul.

Sweden:
Stockholm, British Consul.

Switzerland:
Geneva, British Consul.

Uruguay:
Monte Video, British Vice-Consul.

Venezuela:
Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 248 St. James Street, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows: H.M. Trade Commissioner: Post Office Box 683, Calcutta, for correspondence: Office address, Allahabad Bank Building, 6 Royal Exchange Place, Calcutta: that of the Commissioner for the Straits Settlements is: Mr. A. F. G. Anderson, H.M. Trade Commissioner, Signapore, Straits Settlements.

LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE DEPARTMENT OF TRADE AND COMMERCE.

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report re Mail Subsidies and Steamship Subventions.
Canada and the British West Indies (1915). (Out of print.)
Canada The Country of the Twentieth Century (1915). (Out of print.)
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Report of the Canadian Economic Commission (Siberia), 1919.
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Russian Trade (1916).
Trade of South China (1919).
Trade with China and Japan (1914).
Timber Import Trade of Australia (1917).
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Toy Making in Canada (1916).
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

BUREAU OF STATISTICS PUBLICATIONS.

Annual Report of the Trade of Canada.
Annual Report on the Coal Trade of Canada (1918).
Annual Report on the Grain Trade of Canada.
Beet Sugar Industry (The), (1908).
Canada Year Book (The), (Annual).
Criminal Statistics (Annual).
Directory of the Chemical Industries in Canada (1919).
Monthly Bulletin of Agricultural Statistics.
Monthly Coal Statistics.
Monthly Cold Storage Statistics.
Monthly Report of the Trade of Canada.
Report of the Fifth Census of Canada:
- Vol. I. 1912, Areas and Population by Provinces, Districts and Sub-districts, with introductions, etc. (Out of print.)
- Vol. II, 1913, Religions, Origins, Birthplace, Citizenship etc.
- Vol. III, 1913, Manufactures, 1911.
- Vol. V, 1915, Forest, Fishery, Fur, etc.
- Vol. IV, 1914, Agriculture, 1911 (Out of print.)

Report on the Census of Industry, 1917:
- Part I. Agricultural Statistics.
- Part II. Dairy Factories.
- Part III. Fisheries.
- Part IV. Section I, Lumber, Lath, Shingles, etc.
- Part IV, Section II, Pulp and Paper.
- Other parts in preparation.

Report of Census of Prairie Provinces (Population and Agriculture), 1916.
Report of Conference on Vital Statistics, June, 1918.
Report of Postal Census of Manufactures, 1916.
Special Report on Foreign Born Population.

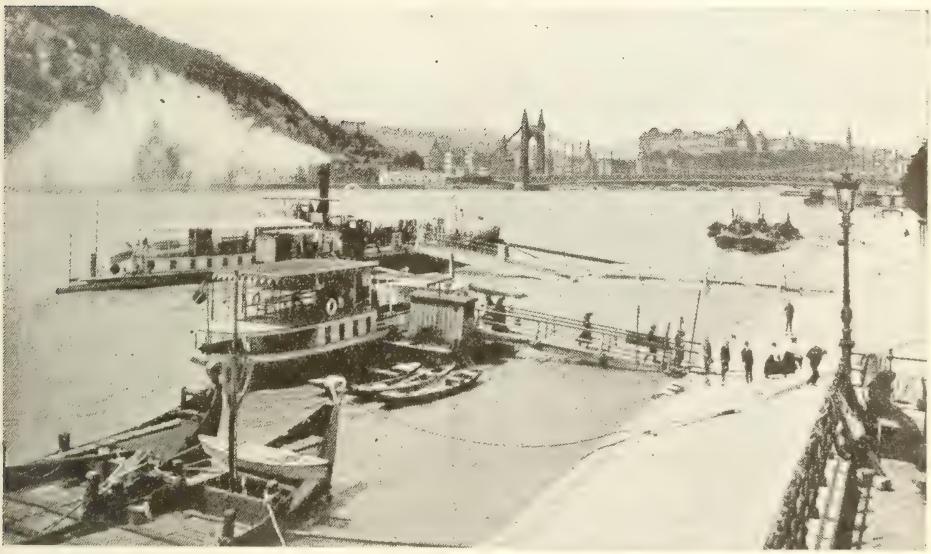
VOL. XXIII. OCTOBER 25, 1920 No. 873

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



Th Danube at Budapest. (*See* page 1168.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa. Monday, October 25, 1920. No. 873.

GREAT OPPORTUNITY FOR CANADIAN MANUFACTURERS OF ELECTRICAL EQUIPMENT.

Government of Victoria, Australia, Will Spend Approximately $15,000,000 on Line to Carry Power from Brown Coal Fields to Melbourne.

TRADE COMMISSIONER D. H. ROSS.

Melbourne, Australia, September 20, 1920.—The Government of Victoria, having decided to develop the brown coal resources of the State, created a commission entitled the Electricity Commissioners to prepare a scheme for the purpose of utilizing the coal deposits for the production of electricity for distribution throughout the State. Incidentally, the brown coal resources will be developed with a further object of supplying fuel for all purposes, a part of which development will be the installation of a briquetting factory.

Boring operations conducted, some time ago, by the State mines department demonstrated the existence at Morwell—some 80 to 90 miles from Melbourne—of over 70 square miles of brown coal area, in which the enormous deposits exceed, in some instances, 200 feet in thickness, with overburden ranging from 20 to 100 feet.

Tenders for the necessary plant, of which particulars are given in subsequent paragraphs, close at Melbourne on February 24, 1921, hence it is of paramount importance that Canadian manufacturers should, at the earliest moment, make themselves *au fait* with the specifications in order to prepare their estimates and submit their tenders in time to reach Australia before the due date.

COST OF ELECTRICAL GENERATING PLANT AND INSTALLATION.

While it is manifestly impossible for even experts—under present conditions—to closely approximate the cost of the generating and transmission plant (the bulk of which will be imported), together with the outlay in the installation, yet it is generally assumed that, for the development outlined in the elaborate specifications and drawings, the total expenditure will be in the vicinity of $15,000,000.

PARTICULARS RELATIVE TO ELECTRICAL SCHEME AND EQUIPMENT.

The Morwell electric power scheme comprises the erection of a plant on the brown coal field capable of an output of 50,000 kws. in the first stage, and later of being developed up to a maximum of 150,000 kws.

The power will be conveyed, in the first instance, to Melbourne—a distance of about 90 miles—by means of a transmission line consisting, in the first stage, of one line of towers with two 3-phase circuits each having a capacity of 25,000 kws.

Alternative tenders are being invited for the conductors of copper and aluminium, and a decision as to which metal is to be used will be arrived at after a careful study of the relative costs of installation.

The voltage to be employed at the generating end of the transmission line will be 132,000, 50 cycles, this being reduced to 120,000 V. at the receiving end under constant voltage conditions.

THE MELBOURNE TERMINAL STATION.

The first terminal station to be proceeded with will be that of Newport, near Melbourne, where the power will be reduced in voltage to 22,000. In this station will be installed the two synchronous condensers, each of 15,000 kva. for power factor correction, and also a 12,000 kw. frequency changer to connect the Morwell scheme to the recently completed Newport power house, 25 cycles being operated by the Railway Department in connection with the electrification of the Melbourne suburban railways. From the terminal station a number of 22,000 V. feeders will radiate to various points in the metropolitan area, where sub-stations will be placed for the purpose of transforming the voltage down to 6,600, at which voltage the several retail undertakers will take their supplies to be distributed to their numerous customers.

In regard to the terminal station, it is desired that a special effort should be made by the contractors to deliver the frequency changer by about the middle of the year 1922, so that a 25-cycle supply from the Newport power house can be converted to 50 cycles, and distributed to consumers in the metropolitan area before the supply from Morwell at 50 cycles can be made available. The urgent needs of the industrial community require that these steps be taken to make available what might be termed "an interim supply" by about the date indicated.

TURBO-GENERATORS, SWITCHGEAR, ETC.

Upon reference to the elaborate tender forms, it will be seen that the specification provides for three 25,000 kw. turbo-generators with surface condensing plants, and a 600 kw. house turbo-alternator for starting up purposes.

Specifications will be shortly issued for the boiler installation in connection with which it is intended to burn the coal in its raw state in the boiler furnaces. This coal contains about 40 to 50 per cent moisture; consequently the furnaces have to be of special design to burn this class of fuel with economy. Owing to the estimated low cost of production, namely, 2s. 3d. (55 cents) per ton, it will not be economically permissible to dry the fuel or to utilize it in any other way than that proposed. Ample cooling water will be available as the power house will be erected on the banks of the Latrobe river.

The switchgear at the power house has been designed for outdoor use. Not only does this apply to the 132,000 V. switches, but to the switches for turbo-generators and auxiliary services.

The specifications provide for the contractor supplying and erecting all the necessary switchgear, control panels, control wiring, instruments and steelwork; also all transformers.

BOILERS AND CONSTRUCTIONAL STEEL WORK.

It is anticipated that the specifications for the boilers required (as referred to in the preceding paragraph) will be available about December, 1920, and a month or two later the specifications of the steel work required for the various buildings will be available. These particulars will be sent to the Department of Trade and Commerce, Ottawa, the first mail following their issue.

DATA RELATIVE TO TENDERS AND SPECIFICATIONS.

As briefly outlined in the preceding paragraphs, a number of copies of the tender forms and specifications for the plant and equipment required by the Electricity

Commissioners of the State of Victoria, Melbourne, in connection with the installation of the largest electrical power development in Australia, have been forwarded to the Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa, for the information of interested Canadian manufacturers (refer to file 26137).

For the convenience of manufacturers, copies of the various specifications may also be seen at the offices of the Canadian Manufacturers Association at Toronto and Montreal.

Tenders are called for on the basis of free on board steamer at port of shipment, but each tenderer is requested to state percentage figures at which he will undertake the delivery of the plant ex ship at Melbourne.

Progress payments will be allowed in the cases of turbo-alternators and rotating machinery for the terminal station. All other payments will be made at port of shipment. Customs duties will be paid by the Electricity Commissioners.

For Contracts 32, 33 and 41 tenderers are asked to supervise the erection of the apparatus on the site, but the Commissioners will provide all the necessary unskilled labour.

Tenders, on prescribed forms—in each case in conformity with the specifications—close at Melbourne on February 24, 1921, and should be addressed to the Secretary, Electricity Commissioners, State of Victoria, 673 Bourke Street, Melbourne, Australia.

RESUME OF ELECTRICAL INSTALLATION EQUIPMENT FOR MELBOURNE.

The particulars of the specifications are briefly outlined as follows:—

Specification No. 32.

Three 25,000 kw. turbo-alternator sets complete with condensing plant, pumps and all necessary accessories.

Generators to be wound for 11,000 V. 3-phase 50 cycle, 1,500 r.p.m.

As an alternative 12,500 kw. sets will be considered at 3,000 r.p.m.

In the same specification one 600 kw. 400 V. 3-phase 50 cycle, 3,000 r.p.m. turbo-alternator is called for.

Specification No. 33.

Transformers and switchgear for controlling the above generators and also two high tension lines. The transformers are to be of the single phase, water-cooled outdoor type, 9260 kva., each stepping up the voltage from 11,000 to 132,000, connected delta-star neutral permanently earthed, all the switchgear to be of the outdoor type and the necessary control panels, conduits, control cable and galvanized steel work as called for in this specification.

Specification No. 34.

Seven hundred miles of 37/14 S.W.G. wire (area 0·182 sq. in.).

Specification No. 35.

Eight hundred and fifty Suspension and 100 Strain Towers, normal span 700 feet.

The cables to be used on these towers are detailed in Specification No. 34.

Specification No. 36.

Fifty thousand Suspension Units to be made up into strings of 7 and 8 suitable for 132,000 V. (for copper cable line.)

Specification No. 37. (Alternative to No. 34).

Seven hundred miles of aluminium steel reinforced cable.

Specification No. 38. (Alternative to No. 35).

Five hundred and fifty Suspension and 75 Strain Towers, normal span 1,056 feet (above aluminium cable to be used with these towers.)

Specification No. 39. (Alternative to No. 36).

Forty-five thousand Suspension Units to be made up into strings of 7 and 8 (above alum. cable used on these insulators).

Specification No. 40.

One hundred and twenty-five miles ½-inch double galv. steel cable.

Specification No. 41.

Complete installation of terminal station in which is included:—

Two 15,000 Kva. synchronous condensers.

Two banks of 30,000 Kva. water-cooled transformers, 120,000 to 22,000 V. connected delta-star neutral point earthed through a resistance.

One 12,000 kw. frequency changer, 22,000 V. 50 cycle, 20,000 V. 50 cycles.

Two banks of 6,000 kva. water-cooled transformers 22,000 to 6,600 V.

Necessary 120,000 V. to 22,000 V. 6,600 V. outdoor type switchgear; also control panels, cables, conduits, control wiring and all steel work.

Specification No. 42.

Complete installation of three sub-stations in which is included banks of 3,000 and 6,000 kva. transformers, outgoing and incoming overhead and underground feeders. All this equipment will be of the indoor type.

Specification No. 43.

Two thousand steel telephone poles—approximately 35 feet high— to carry two telephone lines and one 22,000 V. feeder line between Morwell and Melbourne.

Specification No. 44.

Complete installation of telephone apparatus at the power house, terminal station and along the route of the transmission line. At the power station and the terminal station there will be in each a C.B. Board suitable for 30 lines, to be extended at a later date to 100 lines; also all necessary high tension telephone apparatus suitable for a telephone line operating in the vicinity of the 132,000 V. transmission line.

DEPOSITS ON TENDERS PAYABLE IN CANADA.

To facilitate the interests of Canadian tenderers, the Electricity Commissioners have arranged with the Department of Trade and Commerce, Ottawa, that the amount of each preliminary deposit can be made in Canada. The amount of deposit is to be paid to the Accountant of the Department of Trade and Commerce, Ottawa, and his official receipt only need be forwarded with the tender to Melbourne.

The elimination of the more circuitous method of deposits being sent to Australia, and possibly being returned to Canada, makes the payment in Canada a convenience alike to the Commissioners and the tenderers.

VISIT OF ASSISTANT ENGINEER TO CANADA.

Mr. W. C. Chappell, Assistant Engineer to the Electricity Commissioners of Victoria (who has had several years' experience in Canada), intends being at Toronto from December 5 to 12, and his headquarters in that city will be at the offices of the

Canadian Manufacturers Association. During his brief visit to Canada, Mr. Chappell will be glad to answer any inquiries directed to him, or he will readily grant interviews to manufacturers contemplating submitting tenders. It is primarily to facilitate matters for Canadian manufacturers that the journey to Toronto is being undertaken. The Commissioners regret that through a pressing itinerary their Engineer will be unable to visit any other city in the Dominion.

MAILS BY WHICH TO SUBMIT CANADIAN TENDERS.

The Canadian-Australasian Royal Mail Line from Vancouver to Sydney, N.S.W., has not yet issued a time-table for 1921, hence particulars as to the sailing dates by these steamers must be obtained from the Post Office authorities, or from leading offices of the Canadian Pacific Railway.

The Oceanic Steamship Company's *Sonoma* is now scheduled to leave San Francisco on January 25, and is due to arrive at Sydney, N.S.W., on February 15, 1921.

It would be advisable for tenderers to ascertain whether any change has been made in the sailing date, but it would, at present, appear to be prudent to forward all documents, by registered mail, in ample time to arrive at San Francisco for the *Sonoma* scheduled to leave on January 25, so that the tenders shall reach Melbourne before the due date (February 24, 1921). In this regard, it may be stated that there are two four-weekly mail services from Vancouver and San Francisco to Australia, hence the importance of mailing documents in time.

Recently, Canadian tenders of large magnitude were received too late in Australia to have consideration, and (to obviate a similar *contretemps* in regard to the contracts for the Electricity Commissioners), it is emphasized that tenderers should (after the attention necessary for the preparation of quotations), take every precaution that their documents are mailed in ample time to reach their destination.

DEMAND FOR BARYTES IN THE UNITED KINGDOM.

Mr. Harrison Watson, Canadian Government Trade Commissioner, London, England, writes as follows regarding barytes:—

There are important deposits of barytes in the United Kingdom, which have provided a considerable proportion of the country's requirements for many years past, and the output of which is understood to have increased latterly.

Previous to the war considerable quantities of barytes were imported from abroad. In 1914, 631,780 cwts. were received, of which 478,000 came from Germany and 125,000 from Belgium.

Quantities gradually fell away during the war to less than 30,000 cwts. in 1917 and 1918, the principal sources of supply being Spain and the United States.

Latterly there has been a resumption of the import trade, and the quantity in 1919 again rose to 409,418 cwts., which is again exceeded by the first eight months' figures of the present year. These supplies are coming, it is understood, from Spain, the United States, and Belgium.

A leading importing firm who handle barytes extensively expressed the opinion that profitable competition from Canada is not possible, although they are open to purchase large quantities of best white and finest ground, dead-fine grinding, if supplies can be secured from Canada at competing prices. In the meantime, of course, if any Canadian producers care to follow up the matter and furnish representative samples of refined barytes, with prices c.i.f. United Kingdom ports, they might write to this office, because there are a number of firms who would be prepared to import barytes at reasonable prices. However, the demand is for the refined article and not for the crude.

TRADE WITH HUNGARY.

I.

Trade Commissioner L. D. Wilgress.

Budapest, July 11, 1920.—The resumption of trade with Hungary presents to Canadian firms the possibility of establishing business connections in this market, which from the point of view of Canadian trade may be considered one of the most important of former enemy countries, because of (1) the essentially agricultural character of the country; (2) the importance of Budapest as a commercial and financial centre; and (3) the relation which the trade with Hungary bears to the trade of south-east Europe generally.

IMPORTANT GEOGRAPHICAL POSITION.

The pre-war Kingdom of Hungary, exclusive of Croatia and Slavonia, had a total area of 109,170 square miles and a population of 18,264,000. Present-day Hungary has an area of 35,164 square miles and a population of 7,481,950, thus showing a decrease of 67 per cent in area and 59 per cent in population. On the other hand the new Hungary, in spite of its very restricted boundaries, still occupies a geographical position of great importance. The low-lying Hungarian Plain, with an average height of 328 feet above sea-level and completely encircled by mountain ranges, was for a long period the principal granary of Europe and is a region of remarkable fertility. This plain is watered by the Danube and its tributaries. The former traverses the plain for a distance of about 600 miles, changing its course twice in elbow-form. The new Hungary occupies the centre of the great plain and stretches on both sides of the Danube from below where the river turns sharply south to flow through the plain. This position makes Hungary the connecting link or bridge between the industrial countries of central Europe and the essentially agricultural states of southeastern Europe.

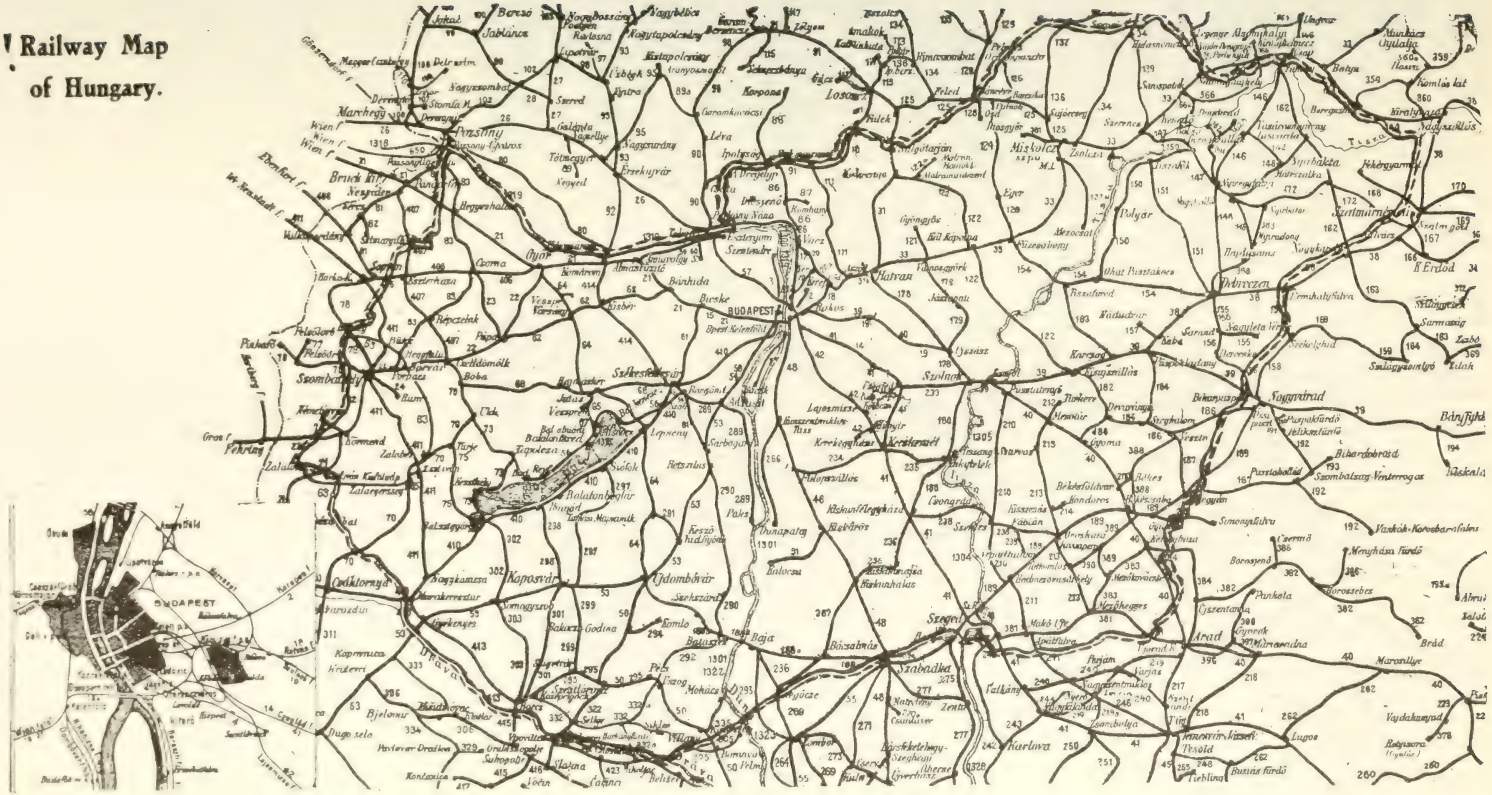
The future trade of Hungary should therefore be considered in conjunction with that of southeast Europe as a whole. Hungary may be regarded as a stepping-off ground for the markets of southern and eastern Europe which require to import the bulk of their requirements of manufactured goods. It may be expected that the competition for commercial advantage in this market will be keen as soon as economic conditions become more stable, for it will be in Hungary that the rival industrial regions of central Europe, western Europe and North America will come most directly into competition.

Canadian manufacturers of agricultural machines enjoyed a considerable trade with Hungary before the war. Canadian machines were distributed by Budapest houses throughout Hungary, Serbia, Roumania and Bulgaria. The excellent reputation which these machines have gained for Canadian productions should encourage exporters of other lines to seek business connections with Hungary. The import requirements of the Hungarian market cover almost all lines of manufactured articles in demand in countries essentially agricultural.

BUDAPEST AS A COMMERCIAL CENTRE.

Budapest, the capital of Hungary, is a beautiful and modern city of about 900,000 inhabitants and is the commercial and financial centre of the country. Before the war Budapest was a distributing point not only for Hungary but also for the neighbouring Balkan States. A considerable part of the commerce of these latter countries was controlled by Budapest houses and financed in large measure from this city. This particularly applies to the trade in agricultural machines and implements for which Budapest was before the war the most important centre in eastern Europe exclusive of Russia. The delimitation of new political boundaries and the economic

Railway Map
of Hungary.

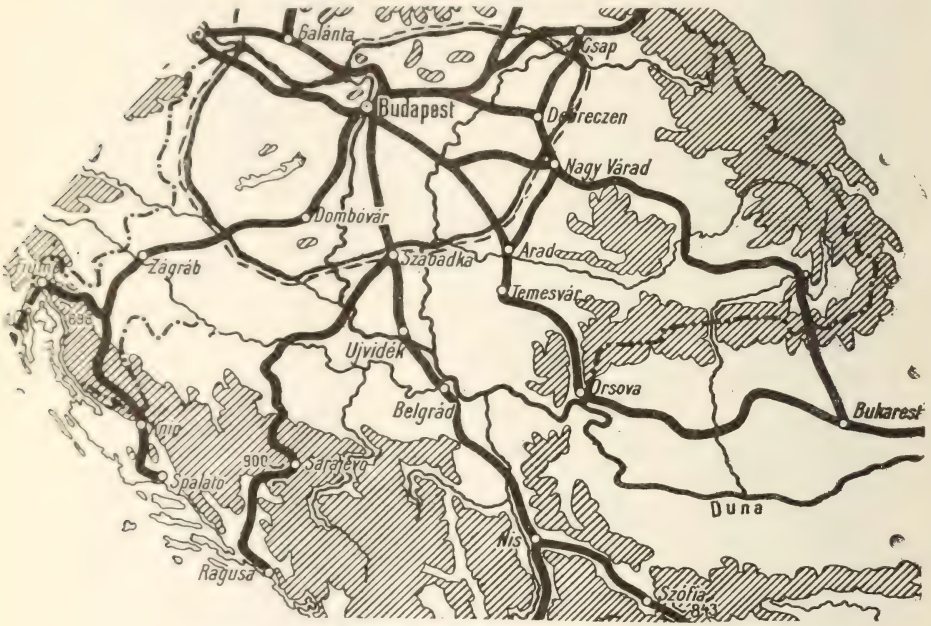


Railway Map of Present-day Hungary. Note the Network of Railways. The dotted line shows the boundary.

rivalries resulting from the war will undoubtedly have a restricting influence on the commercial importance of Budapest and will tend to confine the operations of Budapest houses to Hungarian territory. The disorganization of transport is another obstacle to Budapest regaining its position as a trade centre for southeast Europe. On the other hand the following factors are to be taken into consideration as counteracting the tendency of neighbouring countries to break away altogether from the commercial influence of Budapest.

(1) The strategic position of Budapest at the point where the Danube bends to the south and enters the Great Plain of Hungary.

(2) The main trade routes connecting Roumania, Turkey, Bulgaria and Jugo-Slavia with central Europe converge at Budapest. Easy communication is also afforded in normal times between Budapest and the eastern parts of Czecho-Slovakia and Poland and the Ukraine.



Sketch Map showing Strategic Position of Budapest.

(3) The commercial and financial houses at Budapest have the experience and organization necessary for the successful conduct of business with the countries bordering on Hungary.

Provided therefore that normal political and economic intercourse is resumed between Hungary and the neighbouring countries and that adequate transport facilities are available, the commercial firms of Budapest should continue to be important factors in the distribution of goods in southeastern European countries.

The Inter-allied Danubian Commission, charged with the supervision of all questions relating to navigation on the river Danube and its tributaries, has established its headquarters at Budapest.

INTRODUCTION OF FOREIGN CAPITAL.

That the importance of the position of Hungary as the gateway to southeast Europe is becoming recognized, is evident from the interest in Hungarian undertakings manifested by the capitalists of the leading western European countries.

Here as elsewhere the Italians were the first in the field, and soon after the overthrow of the Bolshevik régime in Hungary, the Banca Commerciale of Milan established the Foresta Company, Limited, for the development of timber concessions. This company took over possession of the establishments of the Loan Bank of the Hungarian Timber Industries (Fabank), which are scattered throughout the territory of the former kingdom. Following the conclusion of this transaction the same group of Italian capitalists established the Hungarian-Italian Bank with a capital of 400,000,000 crowns. This enterprise was a fusion of the above-mentioned Fabank and the Hungarian Country Bank. The general manager of the new Hungarian-Italian Bank is one of the leading financiers of Hungary, and is also the head of the Hungarian-Agrarian Bank.

Lately it is British and French capital which has been to the fore in connection with the readjustment of Hungarian financial, commercial and industrial enterprises. British financiers have come into prominence in regard to two very important undertakings, viz., the reorganization of the Hungarian River and Sea Navigation Company and the foundation of the British-Hungarian Bank. The former is the leading Hungarian company operating steamers and barges on the Danube and its tributaries. The second has been founded by the acquirement by British interests of a substantial share in the Hungarian Bank and Trading Company, an important Hungarian financial and commercial enterprise with extensive interests in industrial companies and a trading organization embracing Hungary and the Balkan States.

BRITISH INTEREST IN DANUBE NAVIGATION.

A prominent group of British financiers are completing arrangements for the participation of British capital in all the principal navigation companies operating on the Danube from Germany (Bavaria) to Jugo-Slavia. The syndicate acquires over 50 per cent of the shares of the Hungarian River and Sea Navigation Company, 40,000 shares of the Danube Steamship and Navigation Company (Austrian), and the 3,000 shares of the South German Danube Steamship and Navigation Company in the possession of the Austrian Government. The British group in question therefore participates in the reorganization of the most important Danube navigation companies and will provide the funds necessary for the purchase of substitutes for the steamers and barges lost during the war and for the improvement of the general status of the companies. The river Danube is the main artery of traffic between central and southeast Europe, and the participation of British capital in Danube navigation should prove a forerunner to the enlargement of British Empire trade with this part of the world.

THE BRITISH-HUNGARIAN BANK.

The foundation of the British-Hungarian Bank is regarded as the inauguration of extensive business relations between Great Britain and Hungary. On May 15 last the British and Hungarian Bank, Limited, was formed to acquire the assets of the Hungarian Bank and Trading Company at Budapest. At the same time the capital was increased from 120,000,000 crowns to 220,000,000 crowns by the issue of 250,000 new shares of a nominal value of 400 crowns a share. The new shares were placed at the disposal of the Marconi Wireless Telegraphic Company of London, who subscribed at the rate of 850 crowns to the pound sterling. The shares of the company were lately quoted on the Budapest exchange at 1,280 crowns a share.

It was announced that the scope of business operations will be considerably extended and that the concern will work in close touch with British markets. Besides an up-to-date and extensive banking organization and an interest in several Hungarian industrial undertakings, the British-Hungarian Bank has a widespread commercial organization with departments for the trade in machinery, dry goods, etc. In addition to its organization in Hungary, the company holds a major interest in

subsidiary commercial organizations in Jugo-Slavia, Bulgaria and Roumania, enabling it to cover the whole of the southeast European territory. The machinery department of the Hungarian Bank and Trading Company for several years acted as the representatives for a Canadian make of agricultural machines in all of the above countries and this acquaintance with Canadian products assures offers from Canada for other lines of goods receiving favourable consideration.

The *Pester Lloyd*, a leading Budapest newspaper, comments thus upon the participation of British capital in Hungarian banking: "It is an English belief that trade follows the flag. The British flag has been run up on our financial territory. From to-day it will wave from the towers of Hungary, the country that in the new distribution of territories has become the bridgehead of economic Europe on the eastern front. . . . . The founding of the British-Hungarian Bank, Limited, will be cordially greeted in the Hungarian commercial world as a sign of confidence in the future of our land."

PRO-BRITISH SENTIMENT.

The Hungarians have welcomed the participation of British capital in the readjustment of the economic life of the country, and there is a marked pro-British sentiment at the present time which springs from deep-rooted causes. This is a factor which should be taken into consideration by Canadian firms in connection with Hungarian trade, since Canadian products will compete with those of the Mother Country in only a very few lines and there is a pronounced desire in Hungary for trade with the British Empire. English culture has long played an important part in Hungarian life and many of the wealthier Hungarians have been educated in England. The English language is spoken to a large degree among the upper classes of the population, especially among the large landowners. English engineers were prominent during the latter part of last century in the making of Budapest a modern city, while British life insurance companies have for many years carried on a large and profitable business in Hungary. The predilection for English culture has again come to the front as a consequence of the reverses which the country has suffered.

The financial position of the country precludes any large trade with Hungary at the present time. The heavy expenses of the Government as compared with revenue and the large amount of paper money in circulation have imposed on the country the need for economy and increased production. Importations are restricted to a minimum; only raw materials and semi-manufactured articles needed for the reconstruction of the economic life of the country, and finished manufactures, absolutely essential for satisfying the most urgent necessities of life, are permitted to be imported. Owing to the general lack of goods on the market importers are realizing high prices on the merchandise which has been brought in. Italian goods were the first to enter Hungary in large quantities after the Armistice, and lately British goods have commenced to make their appearance. Certain small but enterprising British merchants have established themselves in Budapest and have imported several consignments from Great Britain on which they have been able to realize good profits. Merchandise sent to Hungary under present conditions has to be carefully guarded in transit and each transhipment necessitates supervision. Hungarian importers at prevailing rates of exchange are not able to tie up their working capital for the purchases of goods from abroad. Under these circumstances what goods are being imported are mostly the result of the initiative of foreigners, who take the risk of bringing in merchandise for sale on consignment. The needs of the industries of the country for raw materials, tools and machinery are largely met by importations under state supervision and assistance. A list of the goods which may be imported without a license is appended to this report.

TRADE ROUTES.

Two main trade routes are being utilized at the present time for sending goods to Hungary from Great Britain and North America. The cheapest and the route most

used is that via Rotterdam, thence up the Rhine to Frankfort and from thence by rail to the Danube on which the goods are then brought down to Budapest by barge or steamer. This route, although attended by great difficulties and delays, is the most practical under present circumstances. The quickest route is that by steamer to Trieste and from thence by rail. The Italian Government is endeavouring to develop the use of the port of Trieste for importations to Central Europe as much as possible and grants various facilities with this end in view. Goods for which speed is a consideration of importance are therefore mostly imported by this route.

RESUMPTION OF NORMAL TRADE.

The increase of production and the readjustment of the country's finances will gradually bring about a resumption of trade, when Hungary will require to import



Budapest Offices of British Life Assurance Company.

large quantities of manufactured articles, since stocks in the country are almost depleted. The Hungarians are an energetic and industrious people, who have become convinced of the necessity of working hard to repair the wastage to which their country has been subjected by five years of war, revolution and foreign occupation. While a great deal will depend on the decisions of the Allied Reparations Commission regarding Hungarian indemnities, it may be said that Hungary has already commenced to turn the corner towards ultimate economic recovery. The preliminary reports regarding this year's harvest indicate that there should be a surplus available for export of from 200,000 to 300,000 tons of cereals and a quantity of fruit. An export surplus though small should go a long way towards putting the country on its feet.

FINANCIAL AND ECONOMIC POSITION.

An examination of the trials through which the country has passed, and of the present economic and financial position, will help to indicate the difficulties confronting Hungary in the readjustment of its economic life. The pre-war national

wealth of Hungary was estimated at 41,500,000,000 crowns.* The total public debt which amounted before the war to about six milliards, based on all the territories of Hungary, has since been increased by 32 milliards during the war: 6·2 milliards during the Karolyi régime following the Armistice, 6.5 were incurred by the Bolsheviks, and lately the present régime has added 3.9 milliards to the national debt to meet the deficiency between revenue and expenditure. The greatest losses to the country were suffered as a result of the Bolshevik régime which lasted from March 21 to the end of July, 1919, during which paper money to the value of about 5·8 milliards was issued. This was followed by the Roumanian occupation, when large quantities of rolling stock, agricultural implements and machines, cattle, factory equipment, motor cars and general goods were taken away from the country. It is estimated that the total damage caused by the Bolsheviks and the Roumanian occupation amounted to a total of from seventy to eighty milliards of crowns. This loss of national wealth has had paralyzing effects on the economic life of the country from which it will take a long time to recover.

The present Government has commenced to energetically take in hand the solution of some of the most pressing problems confronting the country. The first steps towards currency reform have been initiated. A part of the notes of the Austrian-Hungarian Bank circulating in Hungarian territory have been withdrawn by means of a compulsory loan in connection with the stamping of the notes as provided for by the financial clauses of the Peace Treaty. Unstamped notes or counterfeited notes issued by the Bolsheviks are no longer considered legal tender. The Government is authorized to issue notes of the Hungarian Clearing House up to 1,500,000,000 crowns, and it is intended that these notes should form the basis of the new Hungarian currency. The measures taken have already had a beneficial effect upon the exchange value of the Hungarian crown, and from a rate of 850 to the pound sterling in March the crown has improved to 590 to the pound at the present time (July). The amount of notes of the Austrian-Hungarian Bank stamped by the Hungarian authorities and circulating in Hungary is approximately 16 milliards of crowns.

THE PAPER INDUSTRY OF CZECHO-SLOVAKIA.

Trade Commissioner L. D. Wilgress.

Prague, July 31, 1920.—Particulars regarding the pulp and paper industry of Czecho-Slovakia have been courteously furnished by the Czecho-Slovak Manufacturers' National Association, and should prove of interest to Canadian papermen, since the majority of the pulp and paper mills of the former Austro-Hungarian Empire are now located within the boundaries of the Republic of Czecho-Slovakia.

STATISTICS.

At the outbreak of the war the number of paper mills in the Empire of Austria-Hungary was 112, with 254 paper-making machines. These mills are now divided in the following manner among the independent states comprising the territory of the former empire:—

Country.	No. of Mills.	No. of paper making machines.	Annual production. Tons.
Czecho-Slovakia	58	132	226,070
Austria	40	94	153,000
Hungary	1	2	3,460

The greatest development of the Austro-Hungarian paper industry during the period immediately preceding the war was on the territory at present comprising

* Pre-war value of crown=20.26 cents.

Czecho-Slovakia. Thus the number of paper-making machines on this territory in 1908 was 113, with an annual production of 164,740 tons valued at $13,179,200, while since that date the number of machines has increased to 132 and the annual production to 226,070 tons. The total production of paper in the whole of Austria-Hungary in 1908 was 361,910 tons valued at $28,952,800.

EXPORT SURPLUS.

The present situation as regards the annual production and consumption of paper in Czecho-Slovakia and the surplus available for export is as follows:—

	Quantity. Tons.	Estimated Value. Czecho-Slovak Crs.
Annual production	226,070	1,582,490,000
Annual consumption	154,420	1,080,940,000
Surplus for export	71,650	501,550,000

FAVOURABLE CONDITIONS.

The conditions in Czecho-Slovakia have been favourable to the development of the paper industry. Although without the same amount of potential water-power and timber resources as Scandinavia, the country has the advantage of central situation and proximity to principal consuming markets. The excellent transport facilities by railway and by the Danube and the Elbe river systems and the extensive forested area near-deposits of good quality coal have been the chief factors governing the development of the industry.

About 32 per cent of the entire area of Czecho-Slovakia is wooded, the forests covering about 12,500,000 acres. Three-fourths of the forests in Bohemia, Moravia, and Silesia and one-third of the forests of Slovakia are comprised of trees of the pine and fir species, spruce and other trees suitable for paper-making being common. With the exception of a few special materials, such as oil, colophony, aniline colours and pyrites, the paper industry of Czecho-Slovakia may be said to be independent of foreign countries for supplies.

DEVELOPMENT OF THE INDUSTRY.

The paper industry was first established in Bohemia in the fourteenth century, when Charles IV brought in paper-makers from Italy. The invention of the printing press gave a great incentive to the industry, and Bohemia became one of the chief paper-producing countries of Europe. At the beginning of the nineteenth century mechanical paper mills were established in the Prague district and were followed by others throughout Bohemia, Moravia, and Silesia. The export trade increased rapidly, and during the period immediately preceding the war most of the mills were reconstructed and new and up-to-date machinery installed with a view to increased output.

The recent enlargement of production has been due also to the establishment of large new mills, such as the Spiro newsprint mill at Cesky Krumlov in Bohemia, which was built in 1913 and has available water-power up to 13,000 h.p., and two other large mills in Slovakia.

PULP PRODUCTION.

All of the paper mills produce mechanical pulp for their own needs and some have a surplus for export. There are twenty-three independent grinding mills and six other separate mills owned by paper companies. A large quantity of chemical pulp can be exported. There are two large cellulose mills in Slovakia and one in Silesia, each of which has a capacity of from 15,000 to 18,000 tons of sulphite. There are two other small independent chemical pulp mills and thirteen mills operated in conjunction with paper mills to supply their requirements.

SPECIAL BRANCHES OF THE INDUSTRY.

The paper industry of Czecho-Slovakia is very diversified, and many special kinds of paper are manufactured besides newsprint and other ordinary grades. There are forty-four factories producing pasteboard, the output before the war being approximately 25,000 tons a year, besides a considerable output of wood pasteboard. A large part of this is exported. Parchment paper is produced in the Prague district to the extent of 3,000 tons annually, chiefly for export. The annual production of cigarette paper and cigarette tubes is about 4,000 tons, of which 90 per cent are exported. There are five firms engaged in this trade. There are also many firms occupied in the production of a variety of paper objects, such as bags, cardboard boxes, cigarholders, etc.

PRINCIPAL PRODUCING FIRMS.

The following notes relative to the principal firms engaged in the production of pulp and paper in Czecho-Slovakia should be of interest to Canadian paper producers. The particulars are taken from the Czecho-Slovakia *Compass* for the year 1920:—

"Elbemuhl" Papermaking and Publishing Company.—Founded in 1873, capital 5,400,000 crowns. Offices at Arnau, Bohemia, on the River Elbe. Acquired in 1896 by St. Polten Paper Mills in Lower Austria.

Paper mills at Arnau and Gutsmuths, Bohemia, 8 turbines, 850 h. p., run by water-power, three paper-making machines, 1780, 1750, and 1600 mm. wide. Yearly production 4,500 tons finest grade writing, note, concert and newsprint paper. Reconstruction work begun in 1912.

St. Polten mills in Lower Austria working with 110 h. p. water-power and two paper-making machines, 1,600 and 1,300 mm. wide. New turbine added in 1911. Produces one-sided polished paper and newsprint of finer grades. Annual production, 2,500 tons.

Pulp mills at Arnau completely rebuilt in 1912.

Another Bohemian paper and sulphite mill added to the enterprise in 1914 by purchase. This mill has 300 h. p. steam-power, 3 sulphite cookers, 2 paper-making machines, 1,450 and 1,600 mm. wide. Production, 2,500 tons a year one-sided glazed paper.

Total production of the enterprise in 1915 was 9,118 tons of paper, 2,402 tons of sulphite, and 2,244 tons of wood pulp.

The Prague Paper Mills Co., Ltd.—Offices in Prague, capital 3,500,000 crowns. Formed in 1919 by consolidation of Prague Parchment Paper Company and Austrian concerns. Factory, for cigarette, silk and copy paper, at Wran, on the river Moldau, with three paper machines. Parchment paper mill at Prague.

Olleshau Paper Making Company, Brunn.—Capital 3,000,000, founded in 1905, produce specialties such as fine cigarette papers, tubes, etc.; considerable export; 250 h. p. water-power, 3,000 h. p. steam power, three paper machines.

Hermanetz Paper Making Company.—Founded in 1906, capital 4,000,000 crowns, paper mill in Slovakia, 2,500 h. p., producing newsprint, writing, blotting and drawing papers, cardboard, linen paper, sulphite and mechanical pulp.

Moldaumuhl Paper and Pasteboard Company.—Kienberg, Bohemia, founded in 1911, authorized capital 6,000,000 crowns. The company has at Kienberg a sulphite mill, pulp mill and paper mill, with three turbines hydraulic, 1,000 h. p., 1 steam turbine, 450 k.w., 4 sulphite cookers, 5 paper machines, another pasteboard and factory at St. Prokop, with 3 hydraulic turbines, with a total of 2,100 h.p., 2 high-power heaters, 1 cardboard machine, 1 paper machine.

Rosenberg Wood Pulp Company.—In Slovakia, founded in 1884, mill with 4 hydraulic turbines, 930 h. p., 9 pasteboard machines, 1,100 mm. wide, 8 beaters with 66 pressers, producing wood pulp and pasteboard for export.

Slovakian Paper Making Company.—Rosenberg, capital 2,500,000 crowns, founded in 1906. A sulphite mill with four cookers, a paper mill, with three paper machines, producing 10,000 tons a year, operated by steam power, 3,800 h. p.

Biclathal Paper Company in Sandhudel in Silesia.—Founded in 1870. Paper mill with steam power, 500 h. p., 1 paper-making machine 2,100 mm. wide, producing ordinary writing and newsprint papers, 3,000 tons a year. Woodpulp mill with 3 turbines hydraulic 440 h. p., 3 beaters, with 12 presses, produces wet and dry mechanical pulp, 1,300 tons a year. Sulphite mill with 1 steam engine, 220 h. p., 4 cookers, annual production 2,200 tons.

Zsolnaer Sulphite Company.—Zilina in Slovakia, capital 4,000,000 crowns, founded in 1906. Sulphite mills with a production of 55 tons a day.

BRITISH CONFECTIONERS AND OVERSEA TRADE.

Trade Commissioner J. E. Ray.

Manchester, September 26, 1920.—As the confectioners of Canada have recently directed their energies toward the acquisition of foreign trade on a larger scale, the following information relating to similar efforts on the part of British confectioners should be of interest.

Arrangements have been completed between the British Manufacturing Confectioners' Export Union and the Department of Overseas Trade for the despatch of an investigating mission to the eastern Mediterranean. It will be remembered that a similar mission was organized in the early part of last year to investigate possibilities in South America.

The main features of these comparatively new schemes are that all arrangements regarding choice of markets, appointment of investigators, and their instructions are in the hands of the association concerned, the cost of the mission being borne equally by the two parties, namely, the commercial body interested and the Government department. The investigator is usually suggested by the trade association, and then submitted to the department for approval. The market investigated has to be studied in detail. The volume of business likely to be transacted has to be reported upon, as well as the character of the same, and the peculiarities connected with shipping, packing, etc. In fact, all information must be forwarded that is likely to be of service to the exporters concerned.

MARKET FOR OFFALS IN MANCHESTER DISTRICT.

Trade Commissioner J. E. Ray.

Manchester, September 30, 1920.—Although the Canadian consumption of its own offal products leaves but a small surplus for export, the merchants of Manchester inquire if any supplies are likely to be on offer during the coming winter. Purchases from the Dominion of bran or pollard, which were 12,530 cwts. and 13,930 cwts. in 1915 and 1917 respectively, declined to 894 cwts. in 1918. As the total British imports in 1915 exceeded 2,000,000 cwts., it is apparent that the market is well worthy of the attention of Canadian exporters. The main source of Great Britain's supply is the Argentine Republic.

The imports of rice meal and dust during the year 1915 were 4,818,310 cwts., over three and a quarter millions of which emanated from British India. In the years 1916-17, 9,090 cwts. and 5,600 cwts. came from Canada, but the quantity declined to nil in 1918.

With regard to sharps and middlings, the British imports exceeded 1,000,000 cwts. in 1915, nearly all of which was received from the Argentine Republic. In the previous year 41,530 cwts. came from British Possessions, but there are no means of ascertaining what proportion, if any, arrived from Canada.

The unenumerated offals imported were 246,807 cwts. in 1915, the contribution of British Possessions being 20,290 cwts. The largest quantity (108,177 cwts.) was derived from the United States.

Canadian exporters with stocks to offer are requested to forward their quotations, etc., to this office.

STATE OF TRADE IN LANCASHIRE.

Trade Commissioner J. E. Ray.

Manchester, September 29, 1920.—While Lancashire is accustomed to industrial and trade fluctuations periodically, the business community is much concerned regarding the present "slump," accompanied as it is by sectional and spasmodic strikes. In moving among commercial bodies one cannot avoid receiving an impression of uncertainty with regard to the future of export trade particularly. It is generally believed that the unprecedented rise in the costs of production has brought prices into sharp conflict with the purchasing power of overseas consumers. Further, foreign competition is exercising a formidable influence (an influence that is likely to grow) upon the home market. Large quantities of German hosiery, for example, at prices lower than those quoted by home manufacturers, are being placed at the doors of British producers. Belgian iron and steel products are also being landed in England at several pounds sterling per ton below the prices of English manufacturers. Incidentally, a London trade journal was recently lamenting the fact that the English market for washing machines was being captured by Canadian and American manufacturers.

Some idea of the state of export trade may be gathered from the remarks of Sir Charles Mandelberg, a well known Manchester business man, actively interested in the British Federation of Industries, given in to-day's *Times:* "I feel very strongly," he says, "that the time has arrived when we are wanting export trade. Up to recently books were so full of orders that interest in manufactures for export was not great. The time has arrived when we must look for export trade if we are to keep our work-people going."

DEMAND FOR TURKEYS AND CHICKENS IN MANCHESTER DISTRICT.

Trade Commissioner J. E. Ray.

Manchester, September 27, 1920.—Poultry importers in Manchester, interviewed this week, state that there will be a big demand for turkeys and chickens during the coming Christmas season. Last year the controlled price had a deterrent effect upon the transactions of business, but as the market is now free the chances of procuring orders are considerably enhanced. Of course there exists the disparity in exchange—a formidable obstacle—and the Canadian exporter will therefore be compelled to operate on a narrow margin of profit if he is to obtain orders from the United Kingdom. The sacrifice would appear to be worth while in order to maintain established connections, and to keep the Canadian product before the eyes of British importers.

As is well known, turkeys from eight to fourteen pounds in weight are preferred, the nearer to the former weight the better. There is a much larger demand for turkeys than for chickens.

Unfortunately, the imports of Canadian poultry declined from 5,933 cwts. in 1915 to nil in 1918, and although the statistics relating to last year's imports are not yet available, it is feared that the controlled price and adverse exchange prevented the transaction of much business with extraneous countries.

Imports from the United States declined from 69,842 cwts. in 1915 to 19,737 in 1918. Imports from Russia, which were 114,921 cwts. in 1914, are now non-existent.

The names and addresses of leading poultry importers in Manchester accompany this report, and can be obtained on application to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

BUTTER BOXES WANTED FOR IRISH DAIRY TRADE.

Trade Commissioner J. Forsyth Smith.

Liverpool, October 7, 1920.—A considerable demand exists for 56-pound pyramid butter boxes, for the use of the Irish dairy trade. The specifications of requirements are as follows:—

Prepared whitewood, odorless, planed on two sides.

One top, 13⅛ inches by 13⅛ inches by $\frac{5}{16}$ inch, two pieces tongued and grooved.

One bottom, 12½ inches by 12½ inches by $\frac{5}{16}$ inch, two pieces tongued and grooved.

Two sides, 13⅛ inches to 12⅛ inches by 13 inches by $\frac{5}{16}$ inch, two pieces tongued and grooved.

Two ends, 12 inches to 11 inches by 13 inches by $\frac{5}{16}$ inch, two pieces tongued and grooved.

Competitive Swedish quotations are 2s. 5d. f.o.b. Gothenburg, or about 2s. 8d. c.i.f. Dublin or Belfast.

See Trade Inquiry No. 2234 on page 1234 of this number of the *Weekly Bulletin.*

CANNED SALMON PRICES IN THE UNITED KINGDOM.

The British Food Controller has issued a revised canned salmon prices order, which comes into force on October 7, fixing maximum prices for canned salmon. It has been found necessary to increase the maximum prices in the case of 1-pound tall, 1-pound flat and ½-pound flat tins of salmon; the prices for other sizes of containers remain unaltered. The increased prices have been determined only after full investigation by the Costings Department of the Ministry.

The schedule of prices is as follows:—

Kind of containers.	Maximum price at the rate per case. s. d.	Maximum price per container. s. d.
1s. Talls	96 0 per case of 48 tins.	2 2½
1s. Flats	96 0 " "	2 2½
1s. Ovals	102 0 " "	2 1
½s. Flats	130 0 per case of 96 tins.	1 6
	116 0 or equivalent	1 4

Of the 3½d. increase in the case of 1-pound talls and ½-pound flats respectively a little over ½d. is accounted for by the difference in exchange, ½d. is due to the increased cost of distribution, and the balance of the increase is due to the increased cost of production in the producing countries.

SEED PRICES IN ENGLAND.

Under date of October 19, Mr. Harrison Watson, Canadian Government Trade Commissioner, London, England, cables as follows:

"Seed values ex warehouse London, England, choice quality based on No. 2 Canadian grades, London funds, per 112 pounds, red clover unchanged, alsike unchanged, timothy 70 to 72 shillings."

Reduced to dollars and cents, the value of timothy in London would be 15 cents to 15.4 cents per pound, while the value of red clover remains 38.6 cents to 42.9 cents per pound and the value of alsike remains 42.9 cents to 47.1 cents per pound.

APPLE PRICES IN THE UNITED KINGDOM.

The following cablegrams have been received from the Canadian Fruit Trade Commissioner in England:—

Glasgow, October 12.—Ontario apples ex ss. *Saturnia*, Tights: Wealthy, No. 1 90s. to 80s., No. 2 50s. to 60s., No. 3 32s. to 34s., Blenheims No. 1 36s. to 37s., No. 2 30s. to 39s., No. 3 24s.; Greening, No. 1 60s. to 62s., No. 2 35s. to 48s., No. 3, 30s. to 32s.; Pewaukee, No. 1 47s., No. 2 37s.; King, No. 1 68s. to 78s., No. 3 36s.; McIntosh, No. 1 66s. to 90s., No. 2 59s. to 72s., No. 3 40s. to 58s.; King Pippin, No. 1 47s., No. 2 46s., No. 3 26s.; Scarlet Pippin No. 1 56s.; Fallawater 50s. to 56s., No. 3 35s.; Baxter No. 1 40s., No. 2 48s.; Domestic 29s., No. 3 25s.; Wagener No. 1 60s., No. 2 45s. Slacks: Wealthy No. 1 30s. to 43s., No. 2 25s. to 40s., No. 3 20s. to 30s.; Blenheims No. 1 38s., No. 2 35s.; Greening No. 1 50s., No. 2 30s.; King No. 1 54s.; Pewaukee No. 1 33s.; St. Lawrence No. 1 17s. Boxed apples, Wealthy No. 1 20s. to 23s., No. 2 17s. to 20s., Wolf River No. 1 17s., Snow No. 1 21s., No. 2 19s. 6d.; St. Lawrence No. 1 10s., No. 2 8s. Nova Scotians ex ss. *Rhode Island*. Tights: King No. 154s. to 68s., No. 2, 52s., Domestic 42s., No. 3 36s. to 37s.; Blenheims No. 1 32s. to 40s., No. 2 29s. to 32s., Domestic 22s. to 25s., No. 3 24s. to 28s.; Gravensteins No. 1 30s. to 37s., No. 2 27s. to 37s., Domestic 22s. to 29s., No. 3 21s. to 24s.; Wealthy No. 1 32s. to 54s., No. 2 34s. to 52s., Domestic 27s., No. 3 23s.; Wolf River No. 1. 26s. to 35s., No. 2 26s. to 30s.; Domestic, 21s. to 26s., No. 3 22s. to 31s., Ribston No. 1 37s., No. 2 32s. Slacks: St. Lawrence No. 1 25s., No. 2 and Domestic 22s., No. 3 21s., Cayuga No. 1 21s., No. 2 37s., Ontario No. 1 22s., No. 2 18s.

Liverpool, October 11.—2,732 barrels and 1,880 boxes Ontario apples. Tights: Snows No. 1 60s., No. 2 45s., Wealthy No. 1 56s. to 60s., No. 2 45s., Domestic 55s., No. 3's 30s. to 46s.; Cranberry No. 2 64s., No. 2 50s., Greening No. 1 40s. to 54s, No. 2 33s. to 40s.; Pewaukee, No. 1 43s., No. 2 36s.; McIntosh No. 1 61s. to 62s., No. 2 50s. Slacks: Wealthy No. 1 40s. to 50s., No. 2 30s. to 46s.; Greening No. 1 31s. to 35s., No. 2 25s. to 31s.; Colvert No. 1 29s. to 35s., No. 2 27s. to 30s.; Blush Pippin No. 1 36s.; Blenheims No. 2 40s.; Alexanders, wet 30s. 12,633 barrels Nova Scotian apples ex ss. *Stanmore*, Blenheims (tights), No. 1 46s., No. 2 38s.; Wealthy (tights), No. 1 38s., No. 2 26s.; Gravensteins (slacks), No. 1 31s. 6d., No. 2 27s.; Anjou Pears, wasty 10s.

Liverpool, October 13.—Nova Scotians ex ss. *Stanmore* Tights:—Blenheims No. 1 42s. to 46s., No. 2 35s. to 42s., Domestic 27s. to 30s. No. 3 26s.; Gravensteins No. 1 30s. to 37s., No. 2 31s. to 35s.; King No. 2 36s. 6d., Domestic 31s. 6d., No. 3 23s.; Wolf River No. 1 43s., No. 2 33s. 6d.; Ribston No. 1 31s. to 36s., No. 2 27s.; Domestic 26s. 6d., No. 3 22s.; Wealthy No. 1 32s. Slacks: Blenheims No. 1 35s. to 44s., No. 2 29s. to 39s.; Domestic 20s. to 23s., No. 3 19s. to 23s.; Gravensteins No. 1, 22s. to 32s., No. 2 19s. to 31s.; Domestic 16s. to 22s., No. 3 14s. to 21s.; King No. 1, 39s. to 42s., No. 2 24s. 6d.; Domestic 28s. 6d., No. 3 20s.; Ribston, No. 1 24s. to 30s., No. 2 23s.; Wealthy No. 2 25s.

Liverpool, October 11.—Ontario boxed apples ex ss. *Victorian*: Wealthy No. 1 16s. 6d. to 20s. 6d., No. 2 15s. 9d. to 16s.; Scarlet Pippin No. 1 19s. 3d. to 21s., No. 2 19s. 6d.; Blenheims No. 1 14s. 3d., No. 2 12s.; Wealthy, unwrapped, No. 1 11s. 4,695 barrels and 702 boxes Ontario apples, and 750 boxes British Columbia apples and 962 boxes of pears ex ss. *Melita*: Tights—King, 63s. per barrel; Pewaukee No. 1 34s., No. 2 30s.; Greening No. 1 53s., No. 2 43s.; Snow No. 1 58s., No. 2 48s.; Cranberry No. 1 52s., No. 2 43s.; Bottle Greenings No. 1 41s. Slacks: King No. 1 50s., Fallawater No. 1 40s.; Pewaukee No. 1 33s. to 38s., No. 2 28s.; Colvert No. 1 30s. to 31s., No. 2 30s.; King Pippin No. 1 40s.; Blenheim No. 1 45s., No. 2 37s.; Greening No. 1 49s., No. 2 30s. to 34s. Twenty ounce No. 1 41s.; Cranberry No. 1 50s., No. 2 40s.; Wealthy No. 1 41s. to 44s., No. 2 27s.; Golden Pippin, No. 1 39s.; Ribston No. 2 26s. 6d.; Duchess Pears 22s. 6d. per box.

Liverpool, October 15.—Ex. ss. *Melita*: Ontario Greenings (tights) No. 1 47s., No. 2 35s.; Ben Davis (tights No. 1 34s. Slacks: Blenheim No. 1 35s. to 40s., No. 2 20s. to 35s.; Wealthy No. 1 40s., No. 2 35s. to 36s.; Delaware Red No. 1 30s.; Baxter No. 1 43s.; ing No. 1 42s.; Ontario boxed Wealthy and Greening No. 1 14s. to 16s. 6d.; Wolf River No. 1 11s. to 14s. 9d.; King No. 1 14s. 6d.; Wealthy No. 2 15s.; Greening No. 2 11s. 6d. British Columbia Wealthy No. 1 17s. to 18s. 6d., No. 2 14s. to 16s. Ex. ss. *Empress of France:* 3,348 barrels and 2,545 boxes Ontario apples. Tights: Stark No. 1 50s.; Cranberry No. 1 51s., No. 2 46s.; Greening No. 1 36s. to 49s., No. 2 30s. to 41s.; McIntosh 49s.; King No. 1 54s., No. 2 45s. to 51s.; Blenheim No. 2 46s.; Colvert No. 2 40s.; King Pippin No. 2 41s.; Pewaukee No. 2 40s.

Liverpool, October 18.—Ex. *Empress of France*: Slacks: Deleware Red 23s. 6d., mixed varieties No. 1, 27s. to 36s., No. 2, 21s. to 35s., boxes Colvert No. 1, 8s. 6d., Wealthy No. 1, 10s. 9d., McIntosh No. 1, 9s. to 13s., No. 2, 13s., Ribston and Milwaukee No. 1, 10s., Grimes Golden No. 1, 12s. 9d. Ex. ss. *Melita,* Slacks: Delaware Red, 25s. 6d., mixed varieties 35s., No. 2, 32s. 6d.

Manchester, October 19.—Ex. *Manchester Shipper,* Gravensteins faulty, 9,717 barrels and 304 boxes Nova Scotians, tights: Blenheim No. 1, 35s. to 42s., No. 2, 32s. to 33s., Gravensteins best No. 1, 29s. to 30s., No. 2, 26s., Kings No. 1, 45s. to 50s.; Slacks: Blenheim No. 1, 23s. to 36s., No. 2, 18s. to 32s., Domestic, 18s. to 30s., No. 3, 11s. to 22s., Gravenstein No. 1, 14s. to 27s., No. 2, 14s. to 23s., Domestic, 10s. to 20s., No. 3, 11s. 9d., Ribston No. 1, 30s., Ontario No. 1, 17s. 3d., Wealthy No. 1, 25s., King No. 1, 35s. to 45s., No. 3, 31s., mixed varieties No. 1, 30s., No. 2, 15s. to 23s., Domestic, 15s. to 23s., No. 3, 10s. 500 barrels sold under 9s. Boxed Gravensteins No. 1, 13s. 6d., No. 2, 12s. 9d., Wealthy No. 1, 14s., No. 2, 13s.

Liverpool, October 19.—4,359 barrels and 160 boxes Nova Scotian ex. ss. *Ernemore* tights: King No. 1, 40s. to 48s., No. 2, 38s. to 41s., Domestic, 31s. to 39s., No. 3, 20s. 6d., Blenheim No. 1, 28s. to 46s., No. 2, 28s. to 35s., Ribston No. 1, 30s., Stark No. 1, 37s., Fallawater No. 1, 40s., Slacks: King No. 1, 37s. to 40s., No. 2, 35s. 6d., Domestic, 30s., Blenheim No. 1, 22s. to 34s., No. 2, 23s. to 33s., Domestic, 25s. 6d., No. 3, 26s., Ribston No. 1, 25s. to 26s., Stark No. 1, 34s. Boxer Ribstons No. 1, 12s. to 14s.

Liverpool, October 20.—2,873 barrels Nova Scotians, tights: Kings No. 1, 37s. to 46s., No. 2, 44s., Domestic, 30s., Blenheim No. 1, 30s. to 37s., No. 2, 29s. to 30s., Ontario No. 1, 29s. 6d., Slacks: King No. 1, 32s. to 38s., Domestic, 24s. to 30s., No. 3, 20s., Blenheim No. 1, 26s. to 34s., No. 2, 25s. to 30s., No. 3, 22s. 6d., Ribston No. 1, 30s., Colvert, No. 1, 18s. 6d.

SUGAR PRICES IN THE UNITED KINGDOM.

On October 2 the British Ministry of Food announced that the Royal Commission on the Sugar Supply for the United Kingdom had fixed the prices of sugar from October 4 to October 30, 1920, as follows:—

Class	For Grocery purposes. White Vouchers only. Wholesale per cwt. Discount 1¼% To direct buyers. sh. d.	Approved Retail price per lb. sh. d.	For Manufacturing purposes and Ship's Stores. Coloured Vouchers. Wholesale per cwt. Discount 1¼% To direct buyers. sh. d.
0. Castor, Icing Pulverized	118 —	1 2¾	118 —
1. Cubes, Loaf Sugar	116 —	1 2½	116 —
2. Granulated, Crystals Crushed and Chips Dry White Sugar White Pieces (moist)	112 —	1 2	112 —
3. W.I. Grocery Crystallized Yellow Crystals	Free of Voucher	Free of Ration	Free of Voucher
W.I. Muscovado (moist)			
Pieces (other than White W.I. Grocery Syrups	Price must not exceed that fixed for Licensed free sugar.		
4. Jellies, Knots, Lumps and other Low Grade sugar to be sold only to Manufacturers	—	—	Uncontrolled.

The wholesale prices quoted are those at which sugar will be supplied to direct purchasers by the commission or by refiners.

Wholesale dealers through whose hands sugar passes are entitled to the authorized margin of profit on the net cost, and to charge the actual cost of carriage. In addition, certain other charges are allowed for hauling and storing, and for breaking bulk where the quantity to be delivered is less than that contained in the original package.

Licensed "Free" Sugar.—The maximum "reasonable" price for all licensed "free" sugar from October 4 to October 30, 1920, has been fixed at:—

Wholesale per cwt. Discount 1½%	Retail per lb. for Domestic Preserving only.
sh. d.	sh. d.
120 —	1 3

Syrup and molasses will be sold by refiners at prices approved by the commission.

Vouchers for period 11, commencing October 4, 1920, and until further notice, may be fulfilled at the following maximum rates:—

Colour	% of face value.
White	200%
Blue-Green, Yellow and Green	100%
Blue (General Manufacturers)	400%
Brown (Wholesale Jam Manufacturers)	500%
Salmon (Small Jam Manufacturers)	100%
Pink (Mineral Water Manufacturers)	300%

GREAT TRADE DEPRESSION IN JAPAN.

Trade Commissioner A. E. Bryan.

Yokohama, August 15.—On my return to Japan from Canada, I find business in a very bad state. Indeed, prior to my departure from here three months ago, things were beginning to look rather dull, but I venture to say that the industrial depression in Japan to-day is much more serious than was the case after either the China or Russia-Japanese wars, and it is probable the worst has not been reached yet.

Import business is practically at a standstill. The goods which are arriving now and which are crowding up the customs sheds at every port, were ordered and in most cases paid for many months ago—but very little new business is now being placed. Most of the large Japanese importers have been hit very hard by falling prices, while those who speculated heavily a few months ago have found themselves in such a precarious position that they must adopt very drastic means of retrenchment in order to prevent financial collapse. On the other hand, it is true that some of the largest and formerly best-thought-of firms in Japan have practically gone into liquidation, while the latest reports are that other so-called first-class firms have just discharged fifty per cent or more of their employees, and that they will be obliged to put themselves into the hands of their creditors if bills payable are presented on time.

The Japanese banks for their part are sitting absolutely air-tight, and nowadays it is almost impossible for any Japanese firm to get a letter of credit issued in favour of Canadian exporters. Public authorities, together with the Bank of Japan and all other Japanese banks, are doing everything possible to discourage further importations and to bring back a favourable balance of trade, as they figure that from now until the end of the year it will be a difficult thing to wipe out the excess of imports, which amounted to 480,000,000 yen for the eight months of 1920.

Exports from Japan have also fallen away greatly, due particularly to the decline in exports of raw silk, waste silk and silk tissues. Beans and peas have also registered a heavy loss as well as starches and woollen tissues.

Economic Situation Serious.

Yokohama, August 20, 1920.—It is very difficult to realize the seriousness of the present economic situation in this country, when one remembers the abounding prosperity manifested during and after the war.

Every day brings its additions to the ranks of those firms which are discharging many of their employees as a result of the present business conditions. Already a few very well known firms have been forced through speculation to go into liquidation, while there are constant rumours of other very well known concerns who are in a position of great financial embarrassment and who as a result have been asking help from banks and creditors to postpone dates of payments for moneys due. Emphatically, this is a time for the exercise of great caution in business dealings with Japan. The banks have taken a bold stand, and will no doubt see the "business world" of the country through successfully, but at present they are kept busy trying to divert collapses at home and as a result are discouraging all import business and the issuing of letters of credit.

Foreign houses here are doing "hand-to-mouth" business with the stocks they have on hand, but very few new transactions are being consummated, nor is there likely to be so for some months yet, until such time as Japanese bankers think the time ripe when they can stand behind their own importers with the necessary financial security.

Relief of the Silk Industry.

The raw silk industry—which one might term the index of the whole country's business activities—has been suffering a relapse for some weeks. Raw silk, which in February last was selling at 4,500 yen a bale, is now quoted at 1,400 yen. About a week ago it had slumped to 1,100 yen a bale on the Yokohama Exchange.

During the last fortnight there has been much talk of the Government coming to the assistance of the silk reelers, who as a result of the restriction imposed on silk filatures have not been able to forward more than fifty per cent of their cargo to Yokohama. This has somewhat enlivened the market, and accounts for the increased quotations of late. Both the National Association of Japanese Sericulturists and one of the political parties (the Seiyukai, now in power) are endeavouring to devise some plan which would buoy up the silk reelers so that could go on reeling uninterruptedly and at the same time keep the price from going down below a minimum of 1,500 yen a bale (for Shinshu No. 1).

According to the plans of the National Association of Japanese Sericulturists—which will probably be ratified by the Imperial Government—stock for a syndicate capitalized at 10,000,000 yen will be floated by the silk industry itself. When this is all taken up and the syndicate has been formed, it will receive a loan of 50,000,000 yen from the Government at a rate of 4½ per cent per annum. This loan will be refunded in two years, but can if necessary be renewed. At the same time the Government will take as security for this loan the silk cargo accumulated by reelers. This syndicate will then be entrusted with the task of maintaining the price of raw silk above the minimum to be fixed.

It is said that silk exporters in Yokohama consider the minimum of 1,500 yen per bale too high, and that it will probably cause foreign buyers to turn more to Chinese silks.

The plans proposed by the Seiyukai are somewhat similar, namely, to ask the Government to advance 20,000,000 yen at low interest to a silk syndicate whose duties will be to keep prices above a minimum to be agreed upon.

In spite of the fact that raw silk exporters have kept off the market, quotations have advanced on the exchange on account of the various rumours of Government assistance. A few days ago there was reported to be 62,500 bales of raw silk in Yokohama for prompt sale. This visible stock will no doubt continue to increase as there are about 1,800 bales arriving at Yokohama daily, in spite of the restrictions on

forwarding same from filatures. European buyers up to the present have been absorbing most of this silk, but purchases from this quarter are falling off, and the daily sale is now much smaller than the average daily arrivals, and as long as these conditions prevail prices are bound to keep low.

HABUTAI MILLS CLOSE.

The market price of Japanese habutai silks depends more or less on the raw silk market. For this reason prices have tended upwards during the last few days in company with those of raw silk.

In accordance with a resolution passed some weeks ago by the Silk Mills Union, mills in Fukui district started to close down in order to lessen the accumulated stocks on hand and so produce some rise in prices. This has had only a small effect so far. According to a report from Fukui on the 17th inst.:—

Fukui	27″	6 momme	reached yen 12.00 per 100 momme (120 momme—1 lb.).
	27″	6½	11.80
	27″	7	11.50
	36″	6	13.10
	36″	6½	12.65
	36″	7	12.90

Yen=at present rate of exchange $0.566.

Paper Trade Shows Signs of Strength.

Although the market for paper here has been somewhat sluggish for some time past, it is now beginning to exhibit firmness owing to the fact that, due to lower prices in Japan compared with those prevailing in Canada and Europe, export trade has been well maintained.

For the first seven months of this year paper was exported to the value of 13,218,047 yen as compared with 13,557,182 yen for the same period of last year. During the first four months of this year over 25,000,000 pounds of paper was imported, all of which was contracted for in 1919. Up until ten days ago the accumulation of foreign paper was heavy, because consumers here only have been purchasing from hand to mouth, and are therefore at present only supplied with small stocks. They will no doubt begin to buy soon, as the prices are advancing due to the demands from abroad, where prices are now said to be 35 per cent higher than at present in vogue here. Owing to this condition of the markets, China, British India and the British East Indies have bought largely from Japan, while the Philippine Islands, Australia and Great Britain have purchased about twice as much so far this year from Japan as they did in 1919. Much of this paper was the imported product, but on account of market conditions could be re-exported advantageously.

The accumulated cargo on the market now does not consist of printing paper, but cardboards, wrappings, and a few special lines.

Since May imports of paper have been falling off greatly, and will no doubt continue to do so on account of prices being so high abroad that no contracts have been placed during the last two months. On the other hand exports of paper have been increasing on account of inquiries for printing and packing paper, etc., being received from England, Egypt, Australia and Germany. In May last exports reached 4,657,000 pounds as compared with 3,700,000 pounds in January.

Newsprint is now quoted at 10 yen per ream, and the best grade of printing paper at 40 sen per pound.

Imports of foreign paper for the first seven months of this year amounted to 10,890,585 yen, which is a decrease of 1,368,809 yen when contrasted with the purchases for the same period in 1919. The countries of origin, together with the value of the imports for the period ending July this year, were as follows:—

	1920. Value. Yen.	1919. Value. Yen.	1918. Value. Yen.
Great Britain	1,844,286	1,313,085	619,487
United States	5,970,095	10,727,936	3,582,025
Other countries	3,076,204	218,373	176,023
Total	10,890,585	12,259,394	4,377,535

In order to show the trend of the paper situation, the following figures giving the exportation and importation of foreign paper for the past seven years will be of interest:—

Year.	Exports. Lb.	Imports. Lb.
1913	13,794,000	78,162,000
1914	14,406,000	53,385,000
1915	26,937,000	26,685,000
1916	55,427,000	53,265,000
1917	70,699,000	16,637,000
1918	83,156,000	34,692,000
1919	73,005,000	56,955,000

Import of Vegetables and Fruit Prohibited.

On the 13th of August last the Minister of Agriculture and Commerce proclaimed a ban on the import of fruit and vegetables and their containers from oceanic points, and on the import of certain fruits from America, Europe and Africa. The proclamation was made in accordance with Article 7 of the Regulations for the Governance of the Plants for Export and Import, which is intended to prevent the import of diseases that affect fruits and vegetables.

The newly proclaimed ban stipulates in the first place that vegetables and fruits not cooked and their containers which are forwarded from Hawaii can either be imported nor received at the ports of Japan. Cucumbers, melons, watermelons, pumpkins, tomatoes, beans and pease in husks, and often vegetables which are forwarded from or reshipped at Taiwan, British India ports, Burma, the Straits Settlements, Sumatra, Java, Borneo, Celebes, the Philippines and other points 30 degrees South and 30 degrees North latitude and 60 degrees East longitude and 170 East longitude cannot be either imported into or received at the ports of Japan, nor can their containers be imported.

It is also stipulated by the new decree that apples, pears, marmalades, peaches, apricots and plums, or their containers, either forwarded from or shipped from Europe, the United States, Canada, South Africa, Australia, Tasmania, New Zealand and Brazil are prohibited to be imported or received in this country.

The present decree replaces all regulations of a similar nature proclaimed in 1914 and 1917. This decree becomes operative on October 15.

Japanese Cotton Industry Suffers.

Along with other industries which have been greatly disturbed by the recent fall in prices is that of the spinning of cotton yarns. The majority of cotton-spinning firms in Japan are now sustaining considerable loss because of a fall in the price of both American and Indian raw cotton imported this year. On account of many orders received for cotton yarn, the companies here imported 1,500,000 bales of raw cotton during the first half of the year, and another 200,000 is expected to arrive from abroad before the end of the year, making a total of 1,700,000 bales.

On the international market the price of cotton continues to fall, and it is stated that the total loss sustained by leading Japanese spinners amounts to some 77,500,000 yen.

This depreciation in the prices of cotton has given rise to many disputes between the merchants and the spinners as regards delivery—some of the spinners claiming that the quality is not up to the mark. On that ground the smaller spinners are asking importers to reduce contract prices by 10 yen per bale, while even the first-class spinning companies are asking a reduction in price of 5 yen.

For the purpose of relieving depression in the cotton market a syndicate was formed three or four months ago to facilitate the export of the yarn, but so far nothing has been accomplished. New orders have recently been received from Tientsin and other points in China, but these are limited and do not materially relieve the situation.

To make the situation worse, British yarn of finest quality is now beginning to be placed on the Chinese and other markets in the east which were temporarily monopolized by the Japanese yarn during the war, and the fear is expressed that at no distant date Japanese yarn will be driven from the recently acquired markets. In China some twenty spinning companies have been established since the commencement of the war, and this fact is considered a menace by Japanese spinners. Investigations made by the Japanese spinners union show that raw cotton consumed by all the spinning companies in the country during the first half of this year amounted to 55,480,285 kwan (one kwan=8.27 pounds) the figures showing an increase of 3,157,658 kwan as compared with the corresponding period of last year. The appended table shows the imports of raw cotton into Japan during the first half of this year compared with the same period last year:—

	Jan.-June, 1920. Kwan.	Jan.-June, 1919. Kwan.
Indian cotton	28,868,000	25,330,000
American cotton	20,849,000	21,678,000
Chinese cotton	2,654,000	6,314,000
Egyptian cotton	880,000	958,000
American and Saigon cotton	210,000	113,000
Chosen cotton	697,000	704,000
Other countries	322,000	254,000

As an example of the present dullness in the cotton industry the Kanegafuchi Cotton Company, of Kobe, the largest of its kind in Japan, has curtailed its operations by 40 per cent. Last April this company employed 4,119 workmen, and although no employees have been discharged, yet the firm is making no efforts to fill the vacancies of the 500 to 600 employees who have left voluntarily since May.

CANADIAN IMPORT HOUSES WANTED IN JAPAN.

In spite of the commercial depression in Japan described by Canadian Trade Commissioner A. E. Bryan, he writes as follows in reference to Canadian firms establishing offices in Japan:—

The present is a very good time for Canadian firms thinking of opening branch offices in this country to come out, inspect the field, and get the organization started in a small way which could be enlarged as business conditions warranted. As I have often reported and tried to impress on various audiences while in Canada some two months ago, there are no real live Canadian branch houses in this country, although there is plenty of scope for two or three such firms. So much is this the case that nearly all Canadian imports into this country are coming in through American and English firms. Let us endeavour to get good *Canadian* representatives out in this part of the world to push *Canadian* goods via *Canadian* transport companies with real *Canadian* vigour.

MARKET CONDITIONS OF WOOD-PULP IN JAPAN.

Trade Commissioner A. E. Bryan.

Yokohama, August 27, 1920.—For the first eight months of this year (ending August) wood-pulp was imported to the value of 12,187,000 yen, which is an increase of 7,370,000 yen compared with this same period of 1919. Even during the month of August just closed 1,002,000 yen of pulp was indented to Japan compared with only 519,000 yen during August 1919.

The preliminary returns for the month give no indications from what countries this pulp was purchased, but up to the end of July this year—that is for the first seven months—the countries of origin together with the quantities and values of pulp imported were as follows:—

IMPORTS OF PULP INTO JAPAN—(JANUARY-JULY, 1918, 1919 AND 1920).

	1920.		1919.		1918.	
	Quantities. Kin.	Value. Yen.	Quantities. Kin.	Value. Yen.	Quantities. Kin.	Value. Yen.
Sweden	29,480,790	5,178,541	497,332	95,643	700,721	120,837
Norway	1,023,066	195,543	427,014	107,386	.....	—
United States	10,937,475	1,882,809	17,324,463	2,557,526	2,863,192	480,341
Canada	21,997,552	3,164,840	8,484,372	1,238,457	16,509,584	2,168,497
Other countries	2,636,649	467,089	108	3	59,796	4,109
Total	66,075,532	10,888,822	26,733,289	3,999,015	20,133,293	2,773,784

From the above figures it will be seen that, although Sweden has supplied by far the biggest proportion of the imports, Canada in these eight months has shipped more pulp into Japan than ever before in a similar period, our shipments totalling to the end of July this year some 14,776 short tons as compared with 13,944 short tons in our record year 1918.

JAPAN EXPORTS CANADIAN PULP.

A peculiar situation has developed of late in the pulp market—While Japan had placed large orders for pulp in Scandinavia, Canada, and other countries at prices prevailing some months ago, the prices for pulp in these countries have advanced in the meantime. On the other hand, in unison with the general setback from which almost every industry is suffering in Japan due to business depression—the market prices of pulp in Japan have sagged badly. So much has this been the case that Japanese firms soon found that they could re-ship Canadian pulp back to Canada at a profit—a thing which had never been done before in this commodity.

Swedish "Three Crown" brand was selling here at 13 sen per pound, but in London it was quoted at 52 yen per ton, it was therefore quite profitable to re-export this pulp to England, where some 5,000 to 6,000 tons have been shipped already, together with that sold to America, of which about 1,500 tons was the product of Japanese mills.

PRODUCTION OF PULP INCREASES IN JAPAN.

While the demand for sulphite pulp in Japan continues to increase, the domestic production is also making big strides.

Altogether there are some fifteen wood-pulp companies in Japan. Their plants number 29, eight of which make sulphite pulp. During the year 1919 the total quantity of pulp produced is said to have been 235,327 tons (mechanical and sulphite), which is 300 per cent greater than the production in 1913 and 40 per cent more than was made in 1917. During the last two years the industry has been extended chiefly

in Karafuto where there has been added another 26,000 tons, and in Hokkaido where the output has been increased by 30,000 tons.

The subjoined figures illustrate well the production and consumption of pulp in Japan during the past seven years.

Year.	Production. Tons.	Consumption. Tons.
1913	76,081	123,558
1914	89,874	135,261
1915	112,075	165,761
1916	134,968	192,688
1917	169,039	181,436
1918	198,596	223,457
1919	235,327	274,702

Of the total production last year sulphite pulp amounted approximately to 100,000 tons and mechanical pulp to 135,300 tons. The former has been especially increased of late owing to additions to plans located in Hokkaido and Karafuto, and also to the establishment of a new mill in Korea.

The production will it is expected this year reach a total of 275,000 tons, while the estimated demand is from 295,000 to 300,000 tons, so that the balance will have to come from foreign sources. On account of nearly 40,000 tons having been already imported this year, it is to be presumed that imports for the latter half of 1920 will fall off almost entirely, especially owing to the position of market prices now in America and Europe compared with the lower prices prevailing in Japan.

The imports of pulp since the year 1913, together with the average price, is as under:—

Year.	Importation. Tons.	Import Price per Ton. Yen.
1913	47,477	97.32
1914	43,342	100.88
1915	53,686	129.73
1916	57,720	156.23
1917	14,334	195.39
1918	28,769	237.60
1919	40,581	263.35
1920 (first half)	39,481	276.84

Production of Pulp in 1918 and 1919.

The output of mechanical and sulphite pulp in this country during the last two years was as follows:—

Place.	1918 Tons.	1919. Tons.
Karafuto	53,880	63,993
Hokkaido	79,549	101,425
Japan Proper	56,167	67,974
Korea	.....	1,853
	189,596	234,245

As regards chemical pulp, there was produced in 1919 the total of 93,754 tons, which was 85 per cent of the total requirements of the country.

The following figures give the production, importation, exportation and domestic demand for wood pulp for the past three years.

Year.	Domestic Production. Tons.	Importation. Tons.	Exportation. Tons.	Domestic Demand. Tons.
1917	169,039	14,334	3,722	179,651
1918	198,596	28,769	3,908	223,457
1919	235,227	40,581	1,106	374,702

PRODUCTION BY MILLS.

The present yearly production of the leading pulp mills of Japan is as follows:—

	Tons.
Karafuto Sangyo K. Kwaisha (Oji Co.)	27,000
Nippon Kagaku Shiryo K.	20,000
Karafuto Kogyo Kwaisha	24,000
Fuji Pulp Co.	12,000
Kyushu Seishi K.K.	45,000
Chosen Seishi K.K.	9,000
Total in tons	137,000

In addition, 90,000 tons are manufactured by other firms, which makes a grand total of 227,000 tons.

EXPORTS OF PULP.

Exports of pulp from Japan during 1917, 1918 and 1919, were as follows:—

Year.	Exports. Tons.
1917	3,722
1918	3,908
1919	1,106
1920 (first half)	3,500

WILL ALWAYS BE A DEMAND FOR PULP.

It is said by Japanese paper dealers that foreign pulp will always find a market in Japan as Japanese pulp is not suitable for some grades of paper. This applies particularly to craft and bleached pulp, neither of which is made in Japan, at the same time it must be remembered that Japan is continually expanding its pulp and paper industry not only in Japan proper but in Manchuria and Korea, and that it has about reached that point where if necessary it could make itself almost independent of foreign supplies. In fact Japanese paper mills are looking forward eagerly to supplying the requirements of the Chinese, Siberian, Australian, Indian, and Dutch Indies markets, as well as exporting to South America and Europe.

REVIEW OF AUSTRALIAN TRADE IN 1918-19.

Trade Commissioner D. H. Ross.

III.

IMPORTATION OF MOTOR CARS FROM CANADA 1915-16 TO 1918--19.

In the second six months of the fiscal year of 1918-19—after the Armistice—the importations of motor cars, in execution of long-deferred shipments, were much above the average despite the high ocean freights. The embargo which then existed, making it necessary to import three chassis to one body, caused the bulk of the values to be comprised in the chassis and wheel equipment.

The aggregate value of the imports of motor cars from all countries in 1918-19 was £1,434,764, of which Canadian trade shared to the extent of £387,165.

The imports from Canada during recent years are, for comparative purposes, shown thus:—

	1915-16.	1916-17.	1917-18.	1918-19.
Canadian motor cars	£372,435	£237,848	£179,752	£387,165

MOTOR CAR IMPORTATIONS FROM ALL COUNTRIES.

The following comparative schedules, showing the total Australian importations of motor car bodies and chassis, from each country of origin in 1916-17 to 1918-19, are submitted for the information of Canadian manufacturers.

Imports of bodies for motor cars, lorries, wagons and parts, n.e.i.:—

Country of Origin.	1916-17.	1917-18.	1918-19.
United Kingdom	£ 5,017	£ 1,489	£ 761
Canada	34,647	6,632	—
New Zealand	60	.....	—
Other British	....	72	—
France	1,152	.....	—
Italy	175	325	52
United States	232,505	207,935	105,883
Other foreign	.....	111	—
	£272,556	£216,564	£106,696

Imports of chassis for motor cars, lorries and wagons and parts (but not including rubber tires):—

Country of Origin.	1916-17.	1917-18.	1918-19.
United Kingdom	£ 52,819	£ 13,543	£ 9,131
New Zealand	.....	24	8
Canada	203,201	173,120	387,165
Austria-Hungary	13	.....	—
Belgium	55	.....	—
France	14,725	437	—
Germany	1,807	193	—
Italy	17,507	1,185	476
Switzerland	1,016	60	—
United States	727,375	734,071	931,282
Other foreign countries	.....	.....	6
	£1,018,518	£922,633	£1,328,068

IMPORTS OF BICYCLES, VEHICLES AND PARTS, ETC.

The appended schedules give the value of the total imports—and the imports from Canada—of bicycles and parts and vehicles and parts for the years 1917-18 and 1918-19.

As compared with the previous year, Canadian trade increased by £17,294, composed chiefly of cycle parts and vehicle parts. The extent of the trade is illustrated thus:—

Australian Imports.	1917-18. Value.	1918-19. Value.	+Increase. —Decrease.
Bicycles, tricycles, etc.	£ 1,294	£ 492	— £ 802
Cycle parts not brazed or plated	34,064	202,992	+ 168,928
Cycle parts, plated, etc.	88,991	60,174	— 28,817
Motor cycles, etc.	121,700	132,784	+ 11,084
Perambulators, etc.	19,879	14,926	— 4,953
Perambulator parts, n.e.i.	6,548	8,450	+ 1,902
Children's tricycles	4,163	5,516	+ 1,353
Vehicles, n.e.i.	20,108	46,545	+ 26,437
Parts of vehicles, undergear, etc	156,386	215,686	+ 59,300
	£453,133	£687,565	+ £234,432

Imports from Canada.	1917-18.	1918-19.	+Increase. —Decrease.
Bicycles, tricycles, etc.	£ 36	.....	— £ 36
Cycle parts, not brazed, etc.	1,237	£10,175	+ 8,938
Cycle parts, plated, etc.	3,851	2,491	— 1,360
Vehicles, n.e.i.	98	353	+ 255
Vehicles and parts, n.e.i.	16,204	26,105	+ 9,901
Hubs of elm	51	.....	— 51
	£21,477	£39,124	+ £17,294

IMPORTATION OF FURNITURE.

The importation of furniture into Australia has been declining in recent years owing to high duties and abnormal ocean freights on bulky goods of such character having given a great impetus to goods of domestic manufacture. In order to meet competition it would appear imperative that, as far as possible, furniture should be "knocked down" and assembled at the warehouses of importers. In normal years the imported lines included refrigerators, office equipment, desks, tables, filing cabinets, blind rollers, and goods for household requirements.

Excluding articles of wicker and bamboo, the total imports of furniture into Australia, together with the principal countries of origin, are given in the appended table:—

	1916-17.	1917-18.	1918-19.
Value of furniture imports	£53,622	£29,432	£52,457
United Kingdom	16,143	4,812	3,835
Canada	265	191	782
United States	25,506	16,613	39,139
Austria	150	.....	—
Germany	76	.....	—
China	561	403	955
Japan	6,552	5,778	5,626
France	139	104	295
Russia	1,041	471	—
Sweden	1,820	724	1,327

The manufacture of furniture from excellent native woods, as well as from imported timber, has of recent years developed into an important Australian industry. In 1917 there were 505 factories, employing 6,567 operatives, which produced furniture to the value of £1,873,307.

IMPORTATION OF ORGANS AND HARMONIUMS.

In 1918-19 one pipe organ was imported to the value of £343, which the United Kingdom supplied. A few pipe organs were manufactured in Australia by builders of reputation.

The imports of ordinary household organs, and small organs for churches, showed a decrease of £6,508 in value compared with the previous year. The trade is unlikely to show any considerable expansion even at much lower freights than are now ruling.

The imports for the last two fiscal years are shown thus:—

Country of Origin.	Number. 1917-18.	Value. 1917-18.	Number. 1918-19.	Value. 1918-19.
United Kingdom	8	£ 227	5	£ 145
Canada	33	449	51	851
Japan	49	247	51	218
United States	729	8,039	120	1,240
Totals	819	£8,962	227	£2,454

IMPORTATION OF PIANOS.

In addition to the special reports upon the Australian piano trade which appeared in *Weekly Bulletin* Nos. 566 and 587, and the illustration and specification of a popular type of instrument in No. 588, special reports have—in response to inquiries—been furnished to several Canadian manufacturers. The predominating position held by German manufacturers is illustrated in the appended table. The imports from Germany since 1914 are accounted for by the cargoes of steamers interned at neutral ports having been transferred to Australia.

Imports of Upright German Pianos.

In 1913 Australia imported	12,277 German pianos	valued at £300,008
1914-15	3,286	83,887
1915-16	319	8,455
1916-17	281	6,966
1917-18	23	740
1918-19	6	206

Manufacturers in the United Kingdom and the United States have benefited through the absence of continental competition. Some Canadian manufacturers have recently shown a disposition to supply the type of instrument required by the Australian trade, which indicates that the returns for 1919-20 should show an encouraging advance.

Australian musical warehouses will give sympathetic attention to offers from Canadian manufacturers disposed to supply pianos suitable for the trade at competitive prices.

Grand and Semi-Grand Pianos, Australian Importations.

Country of origin.	Number. 1917-18.	Value. 1917-18.	Number. 1918-19.	Value. 1918-19.
United Kingdom	23	£2,653	2	£ 116
France	3	242	.....	—
Germany	2	179	.....	—
Japan	1	48	.....	—
United States	24	2,000	23	2,624
	53	£5,122	25	£2,740

Imports of Upright Pianos, Australian Importations.

Country of origin.	Number. 1917-18.	Value. 1917-18.	Number. 1918-19.	Value. 1918-19.
United Kingdom	1,215	£53,188	132	£ 7,214
Canada	96	2,403	108	3,752
New Zealand	.....	.....	1	18
France	8	388	.....	—
Germany	23	740	6	206
Japan	80	1,943	68	1,762
United States	7,191	227,314	5,758	238,839
Other foreign countries	.....	.....	2	55
	8,613	£285,976	6,075	£251,846

PIANO-PLAYERS IN DEMAND.

The growing trade in piano-players and player-pianos should merit the consideration of enterprising Canadian manufacturers disposed to make persistent effort to exploit their instruments in the leading Australian importing centres. Several new lines of player-pianos have been placed on the Australian market in recent years. These instruments are dutiable at the same rates as pianos, hence the number imported and their values is not shown under a separate classification.

PIANO PARTS AND ACCESSORIES.

There are two piano manufacturing companies of considerable magnitude in Australia—one in Melbourne and the other in Sydney—and several smaller factories have started operations through the lack of supplies during the period of the war.

To some extent these industries embody Canadian parts in their instruments, and information as to sources of supplies in the Dominion have been furnished to the Australian manufacturers. The total imports, under these classifications, into Australia in 1918-19 were valued at £56,674, of which the United Kingdom supplied £9,985, Canada £5,944, France £3,296, Japan £1,909, and the United States £38,514.

AUSTRALIAN IMPORTS OF TIMBER.

No line of importations into Australia has been more affected in recent years than timber (lumber) through higher costs in the countries of origin, lack of shipping facilities and abnormal ocean freights.

Through much diminished supplies for the former monetary outlay, and other causes, there has been a marked decline in constructional work, and perforce a greater demand for native woods, but the cost of the latter has also materially increased. Australian and New Zealand woods, not extensively used in pre-war years, have been cut to supply the ordinary demand.

In 1913 the total importations of timber were valued at £2,922,578; these declined to £2,153,469 in 1914-15, to £1,722,035 in 1915-16, to £1,490,025 in 1916-17, to £1,412,119 in 1917-18, but the value substantially increased to £1,850,544 in 1918-19.

As many wooden vessels, built expressly for carrying timber, are owned in United States Pacific coast ports, it is a natural sequence that the United States continued to be the chief source of Australian requirements of imported lumber.

The trend of the importations from Canada and the United States is shown thus:

Imports of Timber.	1916-17.	1917-18.	1918-19.
From Canada	£ 14,556	£ 92,768	£ 50,576
" United States	725,218	679,871	1,056,108

The Australian importations of timber during the last two fiscal years, for which particulars are available, are shown thus:—

Country of Origin.	1917-18. Value.	1918-19. Value.
United Kingdom	£ 563	£ 413
Canada	92,768	50,576
India	5,113	3,687
New Zealand	573,663	634,091
Straits Settlements	2,219	1,376
China	101	445
France	1,295	2,029
Japan	40,843	75,079
Norway	2	90
Russia (Siberia)	385	—
Sweden	.....	9,900
United States	679,871	1,056,108
East Indies	11,089	9,356
Pacific Islands	869	1,616
Other British	1,800	1,740
Other foreign	1,538	4,038
Total	£1,412,119	£1,850,544

IMPORTS OF ARTICLES OF WOOD.

This miscellaneous classification includes wood split pulleys, window screens and frames, wash boards, staves, etc., wholly or partly finished. The imports from Canada were approximately valued at £10,895 (plus veneers to the value of £18,216). The total importations under this schedule are shown thus:—

	1917-18.	1918-19.
Articles of wood, n.e.i.	£109.279	£149,921
Barrels, casks and vats, n.e.i	2,020	3,748
Brushmakers' woodware	798	251
Buckets and tubs	169	177
Washing machines, wringers and mangles	10,866	9,657
Doors (including screens)	201	256
Tool handles (axe, etc.)	21,800	27,440
Elm hubs	2,156	2,876
Hubs, other prepared	4	—
Last blocks, rough	2,671	3,106
Lasts and trees	454	240
Oars and sculls	2,575	1,617
Picture and room mouldings	6,364	11,495
Picture and photograph frames, wood	25,579	1,965
Hickory felloes, rough	876	789
Shaft poles and bars	982	974
Shooks	880	139
Timber bent and cut to shape	1,134	589
" box cut to size (undressed)	1,251	1,008
" box cut to size (dressed or partly dressed)	1,262	7,580
Hickory, undressed	2,078	7,707
Veneer, 3-ply	19,440	26,192
" n.e.i.	2,173	7,348
Churns, etc.	6,910	5,408
Pickets, undressed	4,040	3,037
Shingles	4,569	1,476
Staves, dressed or partly dressed	260	53
Hickory spokes dressed	5,171	3,374
Laths	20,729	10,119

TRADING WITH GREECE.

Trade Commissioner W. McL. Clarke.

XIV.

SUGAR AND ALLIED PRODUCTS.

The following table show the total importations into Old Greece of sugar and allied products for the years 1913, and into Old and New Greece for 1914:—

	Dr.
Imports for 1913 into Old Greece	8,534,518
" 1914 into Old Greece	9,482,526
" 1914 into New Greece	6,113,805
Total for 1914	15,596,331

SUGAR.

	Metric Tons.	Dr.
Imports for 1913 into Old Greece	10,568	6,889,454
" 1914 into Old Greece	15,280	7,945,995
" 1914 into New Greece	9,036	5,035,033
Total for 1914	24,316	12,981,028

Before the war Austria was the chief country supplying Greece's sugar requirements, due, firstly, to the fact that the Austrian loaf and cube sugar was in greatest demand, and, secondly, to the country's proximity to these Austrian sources of supply. Small amounts were obtained from Russia in the crystallized or unrefined form, but attempts to import Russian cube sugar were unsuccessful owing to the packing of the sugar in different sized packages, while the Austrian sugar always arrived from Trieste in parcels of 25 and 50 kilogrammes net. Sugar from other countries, *e.g.* Holland and Germany, was imported in small lots, but higher prices tended to prevent the development of trade in this direction. In 1917 the Greek Government began buying Java sugar, and her own steamers brought back cargo lots which met with a good reception in Greece.

This trade is an important one, and Canadian sugar refineries should see if connections could not be permanently established in this line.

CONFECTIONERY AND SWEETS.

	Lb.	Dr.
Imports for 1913 into Old Greece	1,285,200	1,378,488
" 1914 into Old Greece	1,181,600	1,265,181
" 1914 into New Greece	271,600	291,624
Total for 1914	1,453,200	1,560,805

The Greeks are particularly fond of sweets, and there is always a good demand for products of this description. Especially popular in Greece is the caramel; its consumption is estimated at about 500,000 kg. annually. The first position in this import trade (so far as the acidulated caramels were concerned) was held by Holland, which had displaced Italy as the chief source of supply owing to the inferior quality it is stated of the Italian product. The English acidulated caramel was generally considered too sticky for the hot climate of Greece, although in milk caramels the bulk of the trade was done by Great Britain. A Russian caramel (*fourré de luxe*) was

also very popular in Greece. During the war Spain began exporting caramels to Greece, and the quality has met with much favour except that of the milk caramel, which is not liked. Spanish competition is expected, therefore, to continue. An unwrapped German *fourré* caramel was also found on the Greek market. The local production is very inferior and will with difficulty compete against the imported article.

Biscuits (sweetened).

	Lb.	Dr.
Imports for 1913 into Old Greece..	235,200	209,110
" 1914 into Old Greece..	215,600	191,932
" 1914 into New Greece..	112,000	105,422
Total for 1914..	327,600	297,354

Great Britain supplied over one-half of these imports, which also included smaller shipments from France, Holland, Austria and Germany.

Conserved Fruits.

	Lb.	Dr.
Imports for 1913 into Old Greece..	19,600	27,452
" 1914 into Old Greece..	11,200	14,440
" 1914 into New Greece..	30,800	224,080
Total for 1914..	42,000	238,520

Great Britain and France were the principal contributing countries. Italy and Germany also did a small export trade to Greece in conserved fruits.

TANNED LEATHER AND LEATHER PRODUCTS.

The value of the total importations into Old Greece under this category for the years 1913, and into Old and New Greece for 1914, was as follows:—

Year.	Dr.
1913..	2,776,737
1914..	2,531,898
1914..	6,666,638
Total for 1914..	9,198,536

THE LEATHER MARKET.

There is a constant and strong demand in Greece for tanned leather, as the home supplies are insufficient and often of an inferior quality. First in importance were the imports of black glazed kid which, although at one time obtained almost altogether from France, come more latterly from the United States. American competition made itself felt principally because of the low prices quoted. It was recognized by the trade, however, that the French product was superior.

The box calf trade ranked second as regards imports, and in this line Germany was especially well established but not to the exclusion of French competition. The principal German house supplying the market (after carefully studying local requirements) is stated to have cured its leather by a natural process i.e., without employing any deteriorating chemical agents. As a result of this special catering, the leather of this firm was the most highly appreciated in Greece. The two qualities of flexibility and heaviness are stated to be the primary considerations in making sales to Greece.

In patent kids Great Britain stood foremost, exporting a far superior product to that obtainable from Germany. France has been most successful in the coloured glazed kids, although the United States are exporting a competitive product.

The velvetta calf leather, although said to be a French invention, was derived almost altogether from the United States, the producers there turning out a better quality at lower prices.

Smaller quantities of sheepskin and russian and willow calf were imported, and very small supplies of chrome sides.

During the last few years, with pre-war sources greatly disturbed, the United States has been the principal leather exporting country to Greece. Attempts to place orders in Spain were very unsuccessful, and it is believed that the United States will continue to occupy first place in those lines in which she has proven her successful competition, e.g., willow calf, Russian calf, velvettas and patents. The Germans will probably recapture a large share of the box calf trade, while in glazed kid the United States probably again will be the chief competitor followed by France.

With regard to the five grades into which American manufacturers classify their leather, viz: H, HM, M, L, and LM, the Greek market consumes most largely H. A certain amount of business is done in HM and M, and but a very limited amount in L and LM.

Most of the leather business in Greece is done through well-known commission houses representing the manufacturer and selling the goods to a few of the wholesale dealers.

BOOTS AND SHOES.

As regards the boot and shoe trade, the United States has shown a certain degree of enterprise but it has been difficult so far to carry on any extensive trade in this line as the duty on the imported shoe is extremely heavy, and as there is furthermore a pronounced preference to have boots and shoes made locally to order.

Sole Leather.

	Lb.	Dr.
Imports for 1913 into Old Greece..	397,600	567,632
" 1914 into Old Greece..	22,400	30,672
" 1914 into New Greece..	940,800	1,678,965
Total for 1914..	963,200	1,709,637

Austria and Great Britain were the principal exporters of sole leather to Greece.

White Cow Hides.

	Lb.	Dr.
Imports for 1913 into Old Greece..	291,200	312,714
" 1914 into Old Greece..	75,600	79,902
" 1914 into New Greece..	330,400	470,788
Total for 1914..	406,000	550,690

France controlled the trade in this product with smaller shipments from Austria and Great Britain.

Calf and Kid Skins.

	Lb.	Dr.
Imports for 1913 into Old Greece..	117,600	673,616
" 1914 into Old Greece..	112,000	679,898
" 1914 into New Greece..	215,600	1,384,740
Total for 1914..	327,600	2,064,638

France stood first as regards the imports of calf and kid skins closely followed by Austria. Germany, Great Britain and the United States were also competing countries.

Sheepskin, Shagreen and Russian Leather.

	Lb.	Dr.
Imports for 1913 into Old Greece..	16,800	72,024
" 1914 into Old Greece..	18,370	85,293
" 1914 into New Greece..	67,200	358,230
Total for 1914..	85,570	443,523

France and Austria were the largest suppliers with further imports from Germany, United States and Great Britain.

Patent Leather and Camel Skins.

	Lb.	Dr.
Imports for 1913 into Old Greece..	22,075	173,448
" 1914 into Old Greece..	19,997	171,408
" 1914 into New Greece..	19,600	182,078
Total for 1914..	39,597	353,486

Austria, France and Germany were the principal contributing countries.

Small Calf and Kid Skins, etc., and Skins of Other Small Animals.

	Lb.	Dr.
Imports for 1913 into Old Greece..	50,400	534,990
" 1914 into Old Greece..	86,800	992,992
" 1914 into New Greece..	4,323	52,496
Total for 1914..	91,123	1,045,488

France occupied the predominating place in these imports, although considerable quantities were also obtained from the United States, Austria and Germany.

Boots and Shoes.

	Lb.	Dr.
Imports for 1913 into Old Greece..	3,740	16,032
" 1914 into Old Greece..	725	3,626
" 1914 into New Greece..	72,805	416,032
Total for 1914..	73,530	419,658

The United States had the greater part of this relatively small trade.

Harness and Saddlery.

	Lb.	Dr.
Imports for 1913 into Old Greece..	1,058	15,870
" 1914 into Old Greece..	1,052	17,380
" 1914 into New Greece..	1,638	31,680
Total for 1914..	2,690	49,060

Austria and Italy were the chief exporters.

Leather Boxes, Portfolios, Purses and Similar Other Leather Articles.

	Lb.	Dr.
Imports for 1913 into Old Greece	1,559	44,560
" 1914 into Old Greece	1,408	40,240
" 1914 into New Greece	39,200	1,230,480
Total for 1914	40,608	1,270,720

France, Austria and Germany occupied the first three places in these lines.

TRADE COMMISSIONER CLARKE'S VISIT TO CANADA.

Mr. W. McL. Clarke, Canadian Trade Commissioner to Italy, who has also carried on special trade investigations for the Department of Trade and Commerce in Spain, Greece and Egypt, is now visiting Canada. Mr. Clarke expects to go to Western Canada about the middle of November, and Canadian manufacturers or exporters desiring to interview him are requested to communicate with the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa..

ECONOMIC NOTES FROM ITALY.

By T. Calderini, *Office of the Canadian Trade Commissioner.*

Italian Maritime Imports.

Milan, September 17, 1920.—The following table gives the total Italian imports by sea, during the month of June, 1920:—

Commodities.	Country of Origin.	Tons.
Coal	Belgium	25,187
"	North America	425,882
"	England	275,983
"	Westfalia	13,522
"	Russia	2,975
" (Imported by land)		89,199
Cereals	North America	80,096
"	South America	140,317
"	Australia	13,157
"	Roumania	3,731
Oats		8,163
Metals	North America	401
"	England	6,198
"	Other countries	12,191
Frozen meat	South America	1,600
Cotton		4,793
Mineral oils		66,611
Other goods (n.o.s.)	North America	36,813
" "	South America	8,943
" "	England	20,400
" "	Other countries	88,760
Phosphates	Mediterranean countries	32,256

Movement of Tonnage in Italian Ports, January-June, 1920.

The statistic given hereunder illustrates the total movement of tonnage in Italy's ports for the January-June period, 1920:—

Month.	Tons.	Month.	Tons.
January	857,490	April	869,664
February	1,064,779	May	1,546,386
March	886,132	June	1,357,142

Italian Coal Imports.

The total Italian imports of coal for the first six-months period of 1920 amounted to approximately 3½ million tons. Commenting on this, *La Finanza Italiana* states that if the importation of coal into Italy for the following months averages that of the preceding six-months period, the total tonnage will not be much inferior to that imported in pre-war days.

It is, moreover, interesting to notice that 5,224 tons of coal were imported in the month of May from South Africa, while 2,975 tons were imported in June from Russia.

The table subjoined gives the total tonnage of coal imported into Italy during the January-June period, 1920:—

Months.	Germany. Tons.	England. Tons.	North America. Tons.	Belgium. Tons.	Total. Tons.
January	17,561	264,678	28,747	600	308,986
February	26,510	396,720	110,204	9,630	542,064
March	26,144	270,737	124,002	8,214	429,097
April	43,696	191,062	140,763	8,989	384,510
May	72,316	415,365	438,063	6,680	937,648
June	89,189	275,988	425,882	25,187	832,753
Total	274,426	1,814,550	1,267,661	59,300	3,435,058

Principal Commodities Imported by Sea, January to June, 1920.

The following indicates the principal commodities imported into Italy, by sea, during the January-June period, 1920:—

Months	Mineral Oils Tons.	Metals Tons.	Wheat Tons.	Cotton Tons.	Phosphates Tons.
January	35,931	15,260	255,523	15,600	9,843
February	43,389	14,710	192,084	30,786	33,360
March	58,916	21,649	174,017	13,260	29,155
April	73,374	32,207	134,520	15,098	37,302
May	40,992	24,696	208,543	13,526	37,093
June	66,611	16,790	237,260	4,793	32,256
Total	319,213	127,312	1,201,947	93,063	179,009

In analyzing the above we find that, while metal imports indicate a slight falling off, those of wheat register an increase as compared with the preceding months. In June 3,731 tons of wheat were imported from Roumania. Cotton imports have also declined considerably, whereas those of phosphates do not show any considerable advance.

Italian Cereal Crop of 1920.

The following provisional figures illustrating Italy's wheat and other cereals production for the current year have just been published by the Italian Ministry of Agriculture:—

Provinces.	Surface Cultivated 1920 Hectares.	Average 1920-1919 Hectares. (1 hectare=2⅓ acres.)	Production 1919 Quintals.	Production 1920 Quintals.
Wheat—				
Piedmont	338,300	3,922,000	4,275,000	3,896,000
Liguria	26,900	222,000	235,000	210,000
Lombardy	283,200	4,335,000	4,523,000	3,576,000
Venetia	291,700	4,398,000	4,165,000	3,538,000
Emilia	479,800	7,236,000	8,368,000	6,301,000
Tuscany	379,300	3,596,000	3,691,000	3,158,000
Marche	276,600	2,698,000	2,529,000	2,775,000
Umbria	217,200	1,734,000	1,935,000	1,800,000
Lazio, Abruzzi and Molise	325,600	2,854,000	2,499,000	2,351,000
Campania	298,800	2,471,000	1,948,000	2,131,000
Puglia	340,800	3,029,000	2,518,000	2,197,000
Basilicata	141,800	1,217,000	1,172,000	1,068,000
Calabria	175,400	1,150,000	1,031,000	818,000
Sicily	617,800	5,548,000	3,918,000	3,380,000
Sardinia	171,700	1,689,000	1,686,000	1,225,000
Total	4,560,000	47,663,000	46,204,000	40,065,000
Rye—				
Total	113,600	1,290,000	1,161,000	1,214,000
Barley—				
Total	200,100	2,058,000	1,813,000	1,324,000
Oats—				
Total	470,000	5,054,000	5,036,000	3,927,000

The total surface cultivated surpasses by 274,000 hectares that of 1919, which surplus was divided as follows:—50,000 hectares in the Venetian provinces; 20,000 in Lazio; 14,000 in the Abruzzi and Molise; 20,000 in the Puglie; 20,000 in Basilicata; 10,000 in Calabria; 118,000 in Sicily; 13,000 in Sardinia, etc.

Petroleum as a Coal Substitute in Italy.

Owing to the continual decrease in coal supplies, the use of petroleum as fuel in Italy is augmenting every day. Apart from the scarcity of coal, however, other factors have determined to place petroleum and its derivatives in direct competition with coal, viz.: the higher cost of coal as compared with the greater advantages derived from a similar expenditure on petroleum; easier transportation; the lesser need for workmen and the less space required for its storage.

There is appended herewith a table demonstrating Italy's imports of petroleum for the ten year period 1911-1920. Figures are given in thousands of quintals:—

Year.	Austria-Hungary.	Roumania.	Russia.	United States.	Other Countries	Total.
1911	47.9	63.5	199.4	880.7	0.7	1,192.4
1912	74.9	39.9	126.3	890.4	0.7	1,132.3
1913	56.2	242.2	51.0	803.9	0.3	1,153.8
1914	....	356.8	4.9	793.9	7.0	1,162.7
1915	....	14.6	0.4	1,087.6	11.5	1,114.2
1916	....	0.1	....	963.5	13.8	977.4
1917	....	....	....	941.5	0.2	941.8
1918	....	....	....	701.7	20.6	722.3
1919	....	....	....	934.9	6.1	941.1
1920 (first 2 months)	....	....	....	201.9	....	201.9

It is evident from the foregoing that Roumania supplied a considerable proportion of the petroleum imported the last two years before the war, and with supplies again available from Roumania, Italy will be able largely to import this product and on very favourable conditions owing to the short distance separating the two countries.

The United States after the outbreak of the war was the principal source of petroleum supply for the Italian market. In 1914 Roumania supplied about one-third of Italy's requirements, but her exports to Italy rapidly declined and eventually disappeared altogether with the embargo placed on petroleum export. Now, however, with the United States trying to increase the use of petroleum for her home requirements, and with Italy's increasing need of same, it is imperative that she should look elsewhere for sources of supply. It is interesting to notice in this connection that recent reports indicate the discovery of commercial oil fields in Southern Italy.

Revenue Stamp Tax Increased.

By a Government decree, a further increase has been made operative from the 1st of September, 1920, in the revenue stamp tax on invoices, accounts, receipts, etc. The above tax is scheduled as follows:—

For amounts up to 5 lire no stamp is required; from 5 lire to 10, 10 centimes; from 10 lire to 100, 10 centimes; from 100 lire to 200, 20 centimes; from 200 to 300, 30 centimes; from 300 to 400, 40 centimes; from 400 to 500, 50 centimes; from 500 to 600, 60 centimes; from 600 to 700, 70 centimes; from 700 to 800, 80 centimes; from 800 to 900, 90 centimes; from 900 to 1,000, one lira. For amounts above 1,000 lire, a revenue stamp of 20 centimes has to be paid for every 100 lire.

SOUTH AFRICA'S IMPORTS.

Trade Commissioner W. J. Egan.

XVI.

The items included in the following tables, while sold under many other conditions than by the drug trade, are submitted for the reason that they are more closely akin to this branch of commerce than any other.

Perfumery and Soaps—Perfumed Spirits.

	1914.	1919.	Decrease or Increase.
Total for the Union	$83,000	$223,800	+ $160,800
Canada	.....	.....	—
United States	950	4,850	+ 3,900
United Kingdom	45,000	193,485	+ 148,485
Germany	25,800	.....	— 25,800
France	9,100	28,075	+ 18,975
Holland	7,000	275	— 6,725
Japan	.....	107	+ 107

Perfumery—Non-Spirituous.

	1913.	1919.	Decrease or Increase.
Total for the Union	$319,000	$966,200	+ $647,200
Canada	.....	575	+ 575
United States	98,500	503,730	+ 405,230
United Kingdom	154,000	342,310	+ 188,310
France	39,800	107,000	+ 67,200
Germany	17,200	.....	— 17,200
Japan	600	1,510	+ 910
India	.....	2,160	+ 2,160

While the value of perfumed spirits imported into the Union during 1919 shows an increase over previous figures, yet the number of gallons shipped during the year is less in quantity than that received during 1913, 1916, 1917 and 1918. The bulk of this trade is held by the United Kingdom, with France in second place and the United States third, small consignments coming from Holland and Japan.

The perfumery (non-spirituous) a substantial increase in the total quantity imported was made last year. Canada has a small hold upon the market, but shipped only one-fourth of its 1917 figure. The United States has advanced to first position in this trade, with the United Kingdom second and France third. Germany has ceased her former shipments. Japan and India contribute in a small way.

Soap—Common Brown, etc.

	1913.	1919.	Decrease or Increase.
Total for the Union	$267,000	$82,825	— $184,175
Canada	95	960	+ 865
United States	7,800	24,470	+ 16,670
United Kingdom	218,000	7,435	— 210,565
Australia	36,300	33,450	— 2,850
Germany	1,500	.....	— 1,500
Belgium	1,000	305	— 695
Portuguese East Africa	.....	1,830	+ 1,830
India	.....	14,365	+ 14,365

Toilet Soap.

	1913.	1919.	Decrease or Increase.
Total for the Union	$168,000	$250,600	+ $82,600
Canada	550	1,290	+ 740
United States	38,000	107,050	+ 69,050
United Kingdom	119,000	136,680	+ 17,680
Germany	5,100	.....	— 5,100
France	1,700	1,295	— 405
Holland	800	.....	— 800
Belgium	.....	3,270	+ 3,270
Australia	.....	610	+ 610

The market for imported soap in South Africa presents certain possibilities in toilet soap lines, but owing to a large and increasing development in the manufacture of common brown and laundry soaps here, the opening for export lines is small. Samples of these soaps from the Dominion, received on two occasions last year, were found to be very much higher in price than similar brands from the United States.

The total quantity of common brown soap imported into the Union in 1913 was 6,626,476 pounds, which was reduced in 1919 to 829,150 pounds. Canada has gradually increased its small figure of 1,020 pounds in 1913 to 6,010 pounds in 1919. The United States continues to draw a fair percentage of the trade, shipping 305,502 pounds in the year under review as against 213,169 pounds in 1913. The United Kingdom, which in 1913 held the bulk of this import, shipping 5,508,884 pounds, and which previously had shipped as high as 15½ million pounds a year to this market reduced its total to 62,924 pounds in 1919. Australia, which stands at the head of the list in 1919 with 395,867 pounds, had a total of 857,171 pounds in 1913. Germany and Belgium appear to have dropped out of their former business in this market, while Portuguese East Africa, India, the Argentine and Japan have latterly shipped small quantities.

In soap extracts and powders, the total shipment last year was 29,449 pounds, whereas in 1916 and 1918, 380,241 pounds, and 460,789 pounds were shipped respectively. Canada made a first bid at the market in this direction during 1919 with a total of 2,580 pounds. The balance of the trade is held between the United States with 9,274 pounds, and the United Kingdom with 16,475 pounds, except that Belgium shipped a small consignment totalling 1,320 pounds during the year. This item has only been made a separate customs entry since 1916.

The quantity of toilet soaps imported into South Africa also suffered a substantial reduction last year, the total 447,163 pounds being more than 50 per cent under that of 1915 and 1916, and 20 per cent less than 1913. Canada appears to be gradually securing a small place in the market, her 1919 figure being 5,264 pounds as compared

with 5,661 pounds in 1913—a rather better year than those immediately preceding and following it. The United States enjoyed a better year than the two previous ones, shipping 194,835 pounds, the 1913 total being 99,954 pounds. The United Kingdom, whose figures for 1913 were 628,091, only succeeded in shipping 239,855 pounds to this market in 1919. Germany, Holland, Switzerland and Italy have lost their former footing, and France and Belgium were the only other countries in this trade during 1919, each in a very small way.

With a view to giving the interested Canadian trade an idea of the extent and development of the soap and candle industry in South Africa, the following statistics are submitted showing production within the Union in the year 1918.

Soap and Candle Factories.

MATERIALS USED.

Description.	Quantity. Lb.	Cost.
Tallow	9,073,113	$1,072,970
Oils	17,165,752	1,749,230
Fats	6,396,124	811,530
Resin	2,938,121	224,910
Dyes	28,028	6,420
Perfumery	21,034	39,850
Chemicals	.....	413,530
Steavine	2,103,612	420,210
Paraffine wax	22,584,715	2,516,410
Candle wick	113,624	6,030
Other materials used in manufacture of soap and candles	.....	258,880
Packing materials	.....	958,970
Total value (cost) of materials used	.....	$8,478,940
Value of South African materials used	.....	$3,016,490
Value of imported materials used	.....	$5,519,200

ARTICLES MANUFACTURED OR PRODUCED.

Description.	Quantity. Lb.	Cost.
Soap—		
Laundry and household	46,290,048	$ 4,812,490
Scouring	1,058,880	127,740
Toilet	1,452,666	387,760
Antiseptic	209,234	24,120
Soft	1,144,015	108,660
Powder and flake	278,116	34,570
Glycerine	1,180,609	172,720
Soda crystals	2,519,480	68,470
Grease	3,094,811	241,500
Fatty acids	6,960,000	747,420
Candles	24,805,620	4,351,540
Other articles manufactured or produced	.....	371,440
		$11,448,430

Instruments—Mathematical and Scientific.

	1913.	1919.	Decrease or Increase.
Total for the Union	$68,000	$77,600	$11,600
Canada	.....	.....	—
United States	7,500	17,400	9,900
United Kingdom	45,000	55,550	10,917
Belgium	2,700	.....	2,700
France	.....	1,080	+ 1,080
Sweden	.....	70	+ 70
Japan	.....	2,460	2,460

Optical and other Intruments n.o.d.

	1913.	1919.		Decrease or Increase.
Total for the Union	$71,000	$156,000	+	$85,000
Canada	.....	3,055	+	3,055
United States	6,100	89,825	+	83,725
United Kingdom	38,500	50,870	+	12,370
Germany	12,800	20	—	12,780
France	11,800	5,925	—	5,875
Japan	.....	6,260	+	6,260

The figures of trade in the second table immediately above represent almost entirely optical goods, and this office has given a great deal of attention to the possibilities of this trade. If the conditions submitted to various Canadian manufacturers are met the Dominion's figures of export in this direction should increase considerably, as, with the exception of certain dealers who are held by contract on American goods, there is a tendency to purchase the Canadian article if at all competitive.

Japan came into the market for the first time in 1916, and has gained a perceptible footing, her 1918 total reaching $9,790. Canada's 1919 shipment is rather less than that of the previous year, but greatly in advance of that of 1917.

Surgical and Dental Appliances.

	1913.	1919.		Decrease or Increase.
Total for the Union	$187,000	$442,450	+	$255,450
Canada	920	1,740	+	720
United States	21,100	153,925	+	132,825
United Kingdom	142,000	272,650	+	30,650
Germany	16,800	.....	—	16,800
France	700	2,035	+	1,335
Switzerland	200	1,245	+	1,045
Holland	1,100	.....	—	1,100
Japan	.....	9,800	+	9,800
India	.....	835	+	835

Instruments—Surgical and Dental.

	1913.	1919.		Decrease or Increase.
Total for the Union	$37,400	$68,200	+	$30,800
Canada	.....	860	+	860
United States	1,400	21,310	+	19,910
United Kingdom	22,400	41,790	+	19,390
Germany	12,500	.....	—	12,500
France	.....	335	+	335
Japan	.....	3,525	+	3,525
Switzerland	.....	10	+	10
Belgium	.....	1,360	+	1,360

Canadian manufacturers of dental appliances and instruments will find a good overseas market in South Africa.

No figures as to quantity are available in connection with the import statistics of items included in the two foregoing tables. Canada has a small share in the market, which is mainly divided between United Kingdom and United States producing houses. France, Holland, Belgium and Japan also are making small shipments. The trade is a steady one, capable of increase to larger proportions.

Moving Picture Machines and Films.

The returns on moving picture imports and on photographic goods of all kinds are grouped with this section of imports because, in South Africa, with the exception of about three firms specializing in photographic goods only, the drug trade is the principal medium of sale in cameras and photo sundries of all kinds.

The moving picture machine is known in this country as a "bioscope." During the past three years there has been an average imported value of $23,000 in these machines, the figure for 1919 being the lowest of the period, viz: $14,990. Of the

total received during the year under review, the United States shipped $9,750 worth and the United Kingdom $4,500. France and Norway are credited with $515 and $225 respectively. There would seem to be possibilities of larger development in this industry here.

Bioscope Films—Exposed.

	1916.	1919.		Decrease or Increase.
Total for the Union	$195,850	$188,370	—	$7,480
Canada	500	.....	—	500
United States	41,800	109,580	+	67,780
United Kingdom	145,950	77,495	—	68,455
France	10,350	695	—	9,655
Italy	2,140	560	—	1,580

While no entry appears in the above table for films supplied by Canada during the last year, it may be stated that so far this year a number of films produced by the Department of Trade and Commerce, have been and are being shown in every motion picture house in the Union of South Africa. These films have been highly commended for their value in depicting Canadian industries and in bringing to the people of this country so ultimate a description of the Dominion's natural resources.

During 1919, 2,284,610 feet of bioscope films (exposed) were imported into the Union, as against 2,849,001 feet in 1916, the year in which the item was made a separate entry. Last year shows in fact a smaller importation than any year during the period mentioned. The 1919 total is almost equally divided between the United Kingdom and the United States, who shipped respectively 1,139,902 feet and 1,120,783 feet. France and Italy made small shipments, the former 17,000 feet and the latter 6,025 feet.

Of unexposed bioscope film, 389,026 feet valued at $14,895 was imported here—23,400 feet valued at $1,415 by the United States, and 365,266 feet valued at $13,480 by the United Kingdom.

Cameras.

The year 1919 was the first in which the above-mentioned item appears as a separate customs entry. Previously cameras, photographic film and photographic material were all recorded under the one entry.

In 1913, when this entry was all-inclusive, Canada had not entered into the trade here, but since the organization in the Dominion of a plant supplying these articles the first effect is shown by an exportation to the value of $6,900 in 1917, which increased to $33,200 in 1918; and taking the three separate headings as one for last year a total of $45,440 worth of photographic supplies was received from the Dominion.

The number of cameras imported into the Union in 1919 was 10,122, divided between Canada with 4,500, the United States, with 4,328, and the United Kingdom with 1,286. Of a total of $36,000 worth of photographic film, the amounts were: Canada, $16,070, United States $15,280, United Kingdom $4,650.

Photographic Materials.

	1913.	1919.		Decrease or Increase.
Total for the Union	$260,000	$211,500	—	$48,500
Canada	.....	19,000	+	19,000
United States	80,900	20,040	—	60,860
United Kingdom	144,000	170,650	+	26,650
Germany	27,500	.....	—	27,500
Belgium	3,500	1,275	—	1,225
France	2,200	370	—	1,830
Sweden	1,350	.....	—	1,350
Japan	.....	60	+	60

The quantities imported from the various countries are not available. The trade has been steadily increasing over a number of years, the country benefiting most being the United Kingdom. Germany and Sweden, who formerly shipped to this market, have not done so within the last two or three years.

CANADA AND THE BRITISH WEST INDIES.

By Watson Griffin.

XVII.

British Honduras.

In appointing a Royal Commission to investigate conditions in the British West Indies a number of years ago, the British Government defined the British West Indies as including the British West India islands and the mainland colonies of British Guiana and British Honduras. British Guiana is very intimately associated with the eastern group of the British West India islands which includes the Virgin Islands, St. Kitts-Nevis, Antigua, Montserrat, Dominica, St. Lucia, St. Vincent, Barbados, Grenada, Trinidad and Tobago. The people of those British West India islands always regard British Guiana as one of the British West India colonies and in British Guiana itself it is customary to refer to the colony as part of the British West Indies. British Honduras, not having been very intimately associated with any of the British West India islands in the past, has seldom been regarded as one of the British West India colonies, but it might appropriately be included with the Bahamas and Jamaica to form a western group of British West India colonies. The fact that the British Honduras has joined in the Preferential Trade Agreement with Canada brings it more closely into association with the other British West Inlia colonies than it has ever been before.

British Honduras is in Central America and is bounded on the north and northeast by the Mexican province of Yucatan, and on the south and west by the Republic of Guatemala. Belize, the capital of British Honduras, is naturally the most convenient shipping port for the Mexican province of Yucatan and a considerable portion of Guatemala.

The area of British Honduras is 7,562 square miles as compared with Jamaica's area of 4,207 1/6 square miles, but the population of British Honduras was only a little over 42,000 at the last census, while that of Jamaica was over 831,000.

British Honduras has large areas of fertile land, but from an agricultural point of view it is almost entirely undeveloped, althogh sugar, bananas, cocoanuts and a variety of other tropical products are grown. The chief industry at present is lumbering, considerable quantities of mahogany, fustic, bullet-wood, ironwood, rosewood and other tropical trees being cut annually.

Near the coast the country is low and in many parts swampy, but further inland the elevation increases and there are large areas of open and undulating grasslands as well as extensive forests. In the background are the Manatee Hills from 800 to 1,000 feet high and beyond them the Coxscomb mountains reaching a height of about 4,000 feet. A number of rivers rise in the mountains and flow through the foothills and the lowlands to the sea.

British Honduras has large areas of fertile land suitable for the growth of all kinds of tropical products. If its resources were as fully developed as are those of the British West India islands it would support a large population and become an important market for Canadian products under the preferential trade agreement.

XVIII.

Health Conditions in the West Indies.

From a purely commercial point of view the health conditions in the British West Indies are of importance for several reasons. It is important for business men to know whether it is dangerous or beneficial to health to travel in those colonies. It

is important that they should know whether the health conditions are such that the West Indies may become attractive to tourists, because it is a well-known fact that tourists leave a great deal of money in the countries they visit and increase the local demand for all kinds of products. In Switzerland it is estimated that tourists spend not less than twenty million dollars annually. It is important also to know whether conditions are such that white men can enjoy good health in the British West Indies because the black people need the care and guidance of white men and the future prosperity of these colonies would be very uncertain if the white population materially decreased. On the other hand, if owing to improved health conditions absentee proprietors of lands become residents or sell to white men who become residents the purchasing capacity of the colonies will considerably increase. In Cuba nearly 69 per cent of the population is white and the proportion of whites is steadily increasing. Is there any reason why the reverse should be the case in the British West Indies, as many people predict? As a matter of fact the proportion of whites to the total population in the British West Indies had decreased during the twenty-five years before the war, bue the reason for the decrease was not climatic but economic. The British West Indies had got into the way of depending solely upon the sugar industry and when, owing to the competition of bounty-fed beet sugar the cane sugar industry became unprofitable, many estates were abandoned and the owners sought new fields of enterprise. The sons of white planters, seeing no hope for the future in their island homes, sought employment in the United States, Canada, and England.

OLDEN TIME CONDITIONS.

During the seventeenth and eighteenth centuries and the first half of the nineteenth century the British West Indies earned the reputation of being deadly to white men, and they have scarcely yet recovered their good name although the health conditions have been completely revolutionized. In the old days when almost every island had its garrison of British soldiers the death rate from yellow fever among them was most appalling. The statistical reports of the British army from 1817 to 1836 showed that the annual average mortality from fever in Jamaica at the following stations was:—

	Deaths Annually.
Montego Bay	150·7 per 1,000
Spanish Town	141·1 "
Port Antonio	126·0 "
Up Park Camp	121·0 "
Port Royal	93·9 "

The average annual mortality rates for twenty years among British soldiers in garrison at Trinidad, Tobago, St. Lucia, and Antigua were as follows:—

	Deaths Annually.
Trinidad	61·1 per 1,000
Tobago	104·1 "
St. Lucia	63·1 "
Antigua	41·9 "

In the year 1841 there were in the military hospitals of Barbados on account of yellow fever 87·87 per cent of all the officers and men in garrison.

With such records no wonder that the West India islands were regarded as hot beds of disease. It must not be supposed that the British soldiers were more liable to the dread disease than other white men. Nearly all newcomers were attacked, and a large proportion of them died.

In British Guiana the conditions were even worse than in the British West India islands.

ALL IS CHANGED NOW.

But all is changed now. There has not been a single case of yellow fever in British Guiana for over 30 years. Trinidad occasionally has a few cases as a result of close commercial relations with Venezuela, but any outbreak is quickly controlled and never becomes epidemic. Barbados had not a single case from 1881 to 1906 inclusive, a period of 25 years, but in 1907 there were a number of cases, the fever having been introduced by a ship from an infected port. Since then there have been no cases of yellow fever in Barbados. St. Lucia has not had a single case of yellow fever for over 18 years, and for some time before that there were only occasional cases. In St. Kitts and Nevis there has not been a single case of yellow fever for 24 years. In Dominica no case of yellow fever has developed for over 75 years. I have not the exact dates of the last cases of yellow fever in the other colonies, but it may be said of every colony that any case of yellow fever that has occurred in recent years has been introduced from outside and there has been no epidemic. It is an interesting fact that while in the olden time the higher classes were the ones most liable to yellow fever there have been no cases among the upper classes for a long time. The late Sir Rubert Boyce, author of "Mosquito and Man," who was probably the world's greatest medical authority on yellow fever and malaria and their prevention, stated several years ago that if British regiments were stationed everywhere in the British West Indies now as they used to be there would not be a single case of yellow fever among them.

What is the cause of the change? First of all, according to Sir Rubert Boyce, the introduction of pipe-borne water supplies and construction of good drains to carry off surplus rain water, and, secondly, the strict enforcement of regulations regarding cleanliness and the pains taken to prevent the keeping anywhere of stagnant water in which mosquitoes might breed, for every one knows now that mosquitoes are always to blame for both yellow fever and malaria. It is not so generally known that the yellow fever mosquito and the malaria mosquito are quite distinct and easily distinguishable from each other, the yellow fever mosquito being scientifically known as "stegomyia calopus" and the malaria mosquito as the "anopheles." The anopheles mosquito has spotted wings and is otherwise easily distinguishable from the stegomyia calopus. While these mosquitoes are not always infected with disease, there is grave danger of their becoming infected, and this is why a campaign of extermination is being waged against them everywhere. They can only breed in stagnant water, and this fact makes it possible to rid any district of them, as they never fly very far. This is why the better class of people who take pains to keep their premises absolutely free from mosquitoes are now comparatively safe.

As regards malaria, the general use of quinine has a tendency to make the population immune even where there are malaria mosquitoes. In order to encourage the use of quinine among the masses of the people the governments of the different colonies sell quinine at cost price at almost every postoffice.

Every effort is being made to educate the peasantry regarding the best means of preventing the breeding of both the yellow fever and malaria mosquitoes. Clergymen and school teachers vie with one another in explaining the necessity of keeping all premises free from stagnant water.

Health text books are used in the schools and diagrams relating to malaria and yellow fever are hung up in the schools and other public places.

THE DRINKING WATER.

Any Canadian about to visit the British West Indies is almost sure to be warned by his friends to be very careful about the drinking water. As a matter of fact in all the colonies excepting British Guiana the important towns are supplied with pipe-borne, pure water coming from reservoirs fed by mountain springs. In Canada many

of the towns get water contaminated with sewage owing to the barbarous and filthy custom emptying sewage into lakes and rivers. In the British West Indies the source of supply is generally high, uninhabitable hills where there is no danger of the water being polluted.

Sir Rubert Boyce who visited the British West Indian colonies in 1909 and made a thorough investigation of health conditions says: "The reason why yellow fever is no longer endemic is that the new system of pipe-borne water has done away with the necessity for storing rain-water; in consequence barrels, cisterns and odd water receptacles of all descriptions have been largely done away with. The householder can draw water from the tap whenever necessary; there is therefore no longer the need to store a pint of water for domestic use. This reform, of course, struck at the root of yellow fever, for it was in the barrels and in the innumerable other containers that the yellow fever mosquito—the stegomyia—bred. The receptacles which were found most frequently with larvæ were the wooden water barrels; and the ultimate destruction of the breeding places of the stegomyia resolves itself into getting rid of barrels for now that there are taps there is no necessity to store water."

The law which prohibits the keeping of old tin cans, empty barrels, bottles, whole or broken, pieces of earthenware, cocoanuts, calabashes, etc., in such a way that stagnant water can collect in them is not allowed to become a dead letter. Inspectors visit backyards frequently and deliquents are heavily fined.

CLEANLY HABITS OF THE BLACK PEASANTS.

Sir Rubert Boyce says in reference to the habits of the black peasants: "I was much impressed during my inspection of the islands by the natural cleanliness and decency of the native inhabitants; in my daily wanderings in and out of their houses and yards, whether in the towns or in the scattered villages, I never encountered offensive sights or smells such as are unfortunately only too frequently met with in many parts of Europe. Indeed this natural desire on the part of the inhabitants to help themselves gave the relish to doing all in one's power to help still further to clean up."

If the provincial authorities in Canada would take the same pains to enforce sanitary cleanliness in closets in country hotels, railway stations, and other public places as the authorities in the West Indies do it would be a great advantage to Canadian commercial travellers.

In British Guiana there is not a pipe-borne supply of drinking water, but the regulations regarding the screening of all water tanks and other receptacles of water to keep out mosquitoes are very strictly enforced in Georgetown, as are also other regulations to ensure cleanliness everywhere. The rain water is filtered and usually boiled also.

The last case of yellow fever in British Guiana was in 1888, the last case of smallpox in 1904, and there has not been a case of either plague or cholera for over 35 years.

I endeavoured to ascertain how the death rate among the whites compared with the rate among other elements of the population, but most of the colonies kept no separate record. However it was generally agreed that the death rate among the whites is much less than among the general population. In Georgetown, British Guiana, where there is a separate record the death rate per 1,000 among the white population was only 13·1 in 1913 whereas the general death rate was 26·5 per 1,000.

A large proportion of the deaths among the black population are infants under one year old.

A VISITOR'S HASTY CONCLUSION.

As an illustration of how wrong conclusions about the West Indies are often hastily formed by visitors I may mention the fact that when on the way to Trinidad the ship stopped at Castries in the island of St. Lucia for a few hours. I walked

about the place with a Canadian traveller who had been there before and volunteered to show me about. Pointing to a well-made cement drain he said: "See how much behind the age these people are—an open sewer. They have got past that stage in Havana owing to American common sense."

Sir Rubert Boyce, the great health authority, considered that same drain a good example of modern sanitation and so it was. It was used to carry off surface rain water and nothing else. It was absolutely clean. When I visited St. Lucia later on I had the good fortune to have the health regulations fully explained to me by Dr. King, the medical health officer, and his able assistant inspector Deighton Rogers, who took me about and showed me everything.

The law obliges all householders to empty their closets of night soil every twenty-four hours. Sanitary buckets must be provided for every closet with sand to cover the contents and at a late hour every night a call is made at every house. The buckets are carried to the dock and emptied into a boat specially constructed for this purpose which at a certain hour of the night goes out to sea fully three miles beyond the limits of the harbour where the contents are dumped into the ocean. This law is enforced with absolute strictness.

The greatest care is taken to keep the harbour of Castries perfectly clean. Men are constantly on the watch to prevent anything being thrown into the harbour and great pains is taken to prevent the growth of weeds anywhere around its shores. The streets and yards of the city are scrupulously clean. The inspector frequently visits back yards and any infringers of the health by-laws are heavily fined. Men, women and children are employed cleaning up the banks of little streams in the neighbourhood of the city to prevent the growth of weeds or long grass that might harbour mosquitoes.

Castries also wages war on rats. Being a great coaling port many rats come there in ships. Rats are notorious disease carriers and Castries has no mercy on them. A staff of men, women and boys are constantly employed watching the docks and other places for rats. Every rat caught is dissected and microscopially examined for disease a record being kept of each rat. Rats have a liking for the tops of cocoanut trees. They build nests in them and eat nuts. To prevent rats multiplying in cocoanut trees every owner of cocoanut trees within two miles of the town of Castries is obliged to place on each tree a metal band wide enough to prevent rats climbing over. The cocoanut tree owners grumbled and protested at being put to such expense to satisfy what they considered a silly whim. But the administration were firm and now it has been discovered that the trees produce so many more cocoanuts since the rat robbers have been excluded from the tree tops that the planters are well satisfied.

The water supply of Castries comes from the hills high above all cultivation or human habitation. It is conveyed from several different sources by iron pipes to a collecting reservoir about three miles from Castries and after being thoroughly filtered is carried in iron pipes to a service reservoir, whence it is piped to all parts of the town, all service pipes being of iron. Nearly three million gallons of this water are sold annually to ships that come to Castries for water and coal. Frequent analysis shows that it is very good and pure.

Of this town of Castries, whose health regulations Sir Rubert Boyce considered most admirable, a beautifully illustrated guide book on the West Indies which is purchased by the majority of travellers says: "The best residences are to be found on Morne Fortuné and the encircling hills, for the lowlands are unsafe for white people to live in. In fact they cannot live there at all at night, and after dark the town is as lonesome as a cemetery—to which in truth it has often been likened."

It is true that the finest residences are on the hills which surround the town, partly because the climate is always cooler at high elevations than at sea level and partly because the views from Morne Fortuné are magnificent, but the statement that the clean and sanitary seaport of Castries is so unhealthy that white people cannot live there has not the slightest foundation in fact.

Flying visitors to the West Indies often form hasty conclusions about other matters as inaccurate as that guidebook's statement about Castries.

The death rate for the whole colony of St. Lucia was 17·4 per 1,000 last year. Dr. King, the medical health officer of St. Lucia said to me: "There has been no yellow fever in St. Lucia since 1901; no cholera for about 64 years; the last case of indigenous smallpox was so far back that there is no record of it; the plague has never occurred in St. Lucia, while diptheria and dengue are unknown."

A campaign is now being waged in all these colonies against ankylostomiasis or hookworm, a disease which never seems to have affected the upper classes, but which is very common among the labouring classes in the West Indies as well as in the Southern States and is especially prevalent in India. It has recently been discovered that this disease can be very easily cured.

The evenness of the climate of the British West Indies and the fact that the intensity of the heat is greatly tempered by the cool trade winds conduce to health in many ways, but it seems to be a well established fact that white people living there need occasionally to visit the north—the tonic effect of northern air preventing enervation. But just as the white people of the West Indies are benefited by a trip to northern latitudes, so it is often very beneficial to the health of northerners to spend a winter or part of a winter in the West Indies, and Sir Rubert Boyce was of the opinion that the British West Indies would become the winter health resort of Europe.

White men who have lived continuously in the West Indies for a long time say that shorter hours of work are more necessary there than in Canada or England.

Canadians in general are under the impression that the first great campaign against yellow fever mosquitoes was in Havana during the American administration, but in the British West Indies it is claimed that those colonies led the world in inaugurating a campaign against mosquitoes and that Hon. Joseph Chamberlain, as head of the Colonial Office, was responsible for it.

TRADE NOTES FROM NORWAY.

Commercial Agent C. E. Sontum.

Norwegian Imports, January to June, 1918, 1914.

Christiania, September 25, 1920.—The statistic Central-Office of Norway has published a statement of the import during the first half of the current year:

Articles.	1920. Kg.	1914. Kg.
Cheese	998,668	202,150
Butter	2,099,354	230,966
Eggs	1,916,957	242,254
Perfumed soaps	163,815	25,159
Other soaps	513,844	282,622
Shoes	575,508	47,397
Wood and manufactures of wood	904,486	172,583

Curtailing Consumption of Commodities.

The prohibition introduced for luxuries has not yet brought about any perceptible change in the general state of things owing to the fact that all stocks are practically congested at present. There is, however, a growing tendency in the direction of curtailing consumption, an association with this programme having been formed

Wood Trade.

Orders are now getting in somewhat more briskly for small parcels, but so far no heavier sales have taken place for autumn delivery. There is, however, reason to anticipate a rising market if labour conditions improve in England

Wood Exports of Norway, January-June, 1920.

The total exports of different sorts of timber during the first six months of the year amounted to 553,259 cubic metres. During the corresponding period in 1919, 455,953 cubic metres were exported; in 1918, 369,607 cubic metres; and in 1917, 424,275. As will be seen, the export this year has been considerably more than in the three preceding years, but is far from reaching the quantity exported in 1916, which was 889,613 cubic metres.

The export of round timber was less than last year; the sawn and planed wood brought the increase.

Of the total exports 375,542 cubic metres were destined for Great Britain, 61,672 cubic metres for Belgium, 41,169 for Australia, and 35,173 for the Netherlands.

The largest exporting town is Fredriksstad, from which in the above period were shipped 147,646 cubic metres; the second is Christiania with 70,110 cubic metres. Thereafter in order follows Trondhjem (56,508 cubic metres), Porsgrund (34,387 cubic metres), and Drammen (31,131 cubic metres).

Pulp and Paper.

There seems to be a sound and steadily rising tendency in the markets both for pulp and paper although the number of actual orders is still limited. It was, however, only to be expected that the spell of inactivity would be more protracted this year than is usually the case owing to the heavy sales in the spring which practically cleared the markets.

Fish and Oil Trade.

The fat herring fishery in North Norway and the Trondhjem districts continues rather poor, although the total quantity of the season up to September 11 amounts to 346,696 crans as compared with 144,071 crans in 1919. The bank fishery off Aalesund during the past week yielded a return of 63 tons fish of different sorts, 23 tons being of halibut. The mackerel fishery has had a remarkably long season this year. The total quantity so far is more than 16½ millions, as compared with 7,800,000 and 15,000,000 in 1919 and 1918 respectively.

Commercial Relations with Norway and Russia.

As far as the ordinary commercial relations between Norway and Russia are concerned, negotiations have been carried on since May for their resumption. Various difficulties have arisen but these have been overcome, and the Norwegian Government has consented to the Russian government sending to Christiania their representative, M. Litvinoff with his secretary, in order to discuss formally the questions relating to resumption of commercial relations.

Since M. Litvinoff arrived, it is reported that he has contracted for enormous quantities of fish from the Fishermen's Association of North Norway—everything they had on stock and the greater part of the anticipated catch during the coming season.

Freight Market.

The wood market is still rather dull, and as a consequence rates are unchanged. Among the quotations may be mentioned:

East Norway/E.C.C.P., props, $7.50.

East Norway/Hull, floorings, $20/21.25.

East Norway/Tyne, Kulskarp or mining timber, $21.25.

Idefjord/Hull, stone, $6.25 per ton.

The coal situation being still rather hopeless many Norwegian boats open to cargo from England to this country seem compelled to return in ballast.

The Baltic, American, and River Plate markets having of late displayed a somewhat rising tendency, it is not unlikely that the North Sea market will soon have to follow suit. The time charter market, on the other hand, is as dull as ever.

Norway's First Air Mail Service.

The official establishment of a regular air mail service between Bergen and Stavanger, with Haugesund as the midway station between the two termini, is opening a new chapter in the history of Norwegian communications. Until 1909 Bergen, the capital of western Norway, was without a railway connection with Christiania, and Stavanger and Haugesund are still in want of such a connection, notwithstanding their great economic and commercial importance.

The establishment of a regular mail service Christiania-Christianssand-Stavanger is likely to be the next step forward, and there is no reason to doubt that it will be taken in due time.

The Bergen-Haugesund-Stavanger air mail service is to be continued for the next three months, during which time experience will be obtained as to the effects of the autumn tempests in the way of baffling the efforts of the airmen.

Import Prohibition.

The import into Norway of the articles mentioned below has been prohibited, unless an import license has been obtained from the Norwegian Department of Commence. Such import licenses will, however, be given in special cases only.

The application for an import license is to be written on authorized forms. Such forms are to be had in "Industriforsyningen II" and at the customs offices in the towns.

The prohibition refers to second-hand articles and goods as well as new. Personal clothing, however, in hand baggage is excepted, together with goods which are reimported. It must be proved in each case for such goods that they really have been exported from Norway.

The articles and goods which are involved in the prohibition are:—

Lace, inserted lace, etc., of cotton, linen, wool or silk.
Silk or wool bobbinet or tulle or these articles made from silk in connection with other materials.
Feathers for decorating purposes.
Ready-made garments and other articles of luxury made from pure silk or cotton-silk, aso silk tulle, silk bobbinet, sewn, embroidered or decorated in other ways.
Carpets and carpeting.
Hats, hoods, and caps decorated with flowers, feathers, lace or silk, or made from silk or cotton silk (including silk hats and opera hats).
Silk and cotton-silk cloth.
Pearls, diamonds and other precious stones (genuine) whether in connection with other materials or not.
Ornaments and other articles, finished or partly manufactured, made from gold, platinum or silver, together with articles which may be mounted thereon (for instance, pearls, diamonds, etc).
Glassware (high class), ground, corroded, sand blown, etc.
Ceramics.
Chandeliers, candlesticks, lamps, lampreys, branch candlesticks, etc., of better qualities, together with parts of such articles.
Porcelain (better qualities).
Paintings, aquarelles and pastels with or without frames.
Furniture, upholstered, or parts of such furniture, together with other furniture veneered or from more delicate wood-sorts.
Articles of art or for decoratiang purposes made from stone, alabast, potash paste, etc.
Grands and pianos.
Gramophones, phonographs, etc., together with rolls, plates and other accessories.
High-class furs and skinners' work, such as from Pennsylvan-skin, sable, pekan, black fox, arctic fox, beaver, weasel, chinchilla, mink and skunk, etc.
Luxury shoes, such as silk and lacquer shoes, as well as bronced, white-dressed and shamoy dressed leather.
Passenger wagons, lacquered or not, and with or without upholstering or skinners' work.
Sleds with upholstering, lacquer or skinners' work.
Motortricycles, motorcycles with or without side-cars.
Passenger automobiles.
Toys.
Clocks, such as bracket clocks and more expensive pocket and ladies' clocks.

The violation of these regulations is to be punished with fines or imprisonment for six months. Articles or goods imported contrary to these regulations may be confiscated, even if they belong to some one who is not guilty of the attempt. If the goods cannot be confiscated, the value of them may be confiscated partly or totally from the person who is guilty.

FURTHER RESTRICTIONS OF IMPORT.

In addition to the above regulations the Department of Commerce has issued an order of September 11, 1920, taking effect on that date, which further extends the embargo on imports, mainly on articles of luxury, subject, however, to dispensation in particular instances.

Articles placed on shipboard or on railway cars with shipping documents of date September 10, 1920, or prior thereto, will be permitted entry by the custom authorities.

Articles arriving by parcel post will be permitted entry provided they reach the postal authorities not later than September 11, 1920.

The embargo applies both to new articles and goods and to old ones.

This additional embargo list covers the following articles:—

Articles marked with an asterisk may be licensed, provided they can be classed as non-luxuries.

Artificial flowers, umbrellas of silk or part silk, neckties of silk or part silk, ribbons and belts of silk interwoven with metal threads, gloves and mittens of silk, gloves and mittens of part silk, carpets, where hair is the principal component part, gobeline tapestries and tapestry hangings of wool, toilet-, shaving, sewing- and writing-etuis, with or without inlaid work, pocketbooks, notebooks, maps, albums, ladies bags of skin or silk, trunks, suitcases, satchels, hatboxes, handbags, etc., for travelling purposes, made of skin or leather, furniture of birch, perfumery, perfumed soaps, cakes, including all kinds of pastry containing vanilla, almonds, cocoa, candied peel, honey, sugar, syrup, etc., chocolates, candy, including chocolate candy, drops, marchpane and other similar preparations, apples and pears, dates, preserved fruits of all kinds, cigars and cigarettes.

Referring to the above, the trade paper *Farmand* says: "It need hardly be said that the measure in question is due to the heavy depreciation to which Norwegian kroner have been subjected through practically the whole of the current year, and against which so many remedies have been tried. It may be said without fear of contradiction that the gravity of the present situation has at last begun to come home to the nation and that there is a widespread feeling of the necessity of switching round both privately and publicly."

CHEAP SUGAR FROM MAIZE.

The *London Times Trade Supplement* publishes the following from a special correspondent in New York:—

After more than three years of experiments, the General Food Products Company announces that Dr. Arthur W. Smith and S. P. Evans, of Baltimore, have invented a process by which white sugar may be obtained from maize and manufactured for less than 4 cents per pound. It is said that the sugar is 80 per cent as sweet as cane sugar and should sell at 8 cents per pound.

To realize fully the great interest taken in the prospect of a new and unlimited sugar supply, it may be recalled that the production of cane and beet sugar last year was about 16,000,000 tons, which is approximately 3,000,000 tons under normal. It is claimed that one bushel of maize will produce about 40 pounds of the syrup, and that with an annual maize crop of more than three billion bushels about 7 per cent of the crop will produce all the sugar the United States can use.

BRAZIL'S IMPORTS OF PAPER.

Rio de Janeiro, Brazil, September 2, 1920.—In forwarding the following statistics of imports into Brazil of paper of various classes Trade Commissioner G. B. Johnson points out that the milreis is at present worth about 22·2 Canadian cents.

One real is written.. .. .. .

QUANTITY IN KILOGRAMMES.

Writing Paper—	1913.	1915.	1916.	1917.	1918.
Germany	955,736	63,159	212	.....	—
Argentina	3	222	141	406	72
Austria-Hungary	297,113	5,167	.....	.....	—
Belgium	38,761	435	.....	.....	—
United States	21,506	53,400	281,789	370,219	414,328
France	40,509	22,981	68,483	46,634	9,955
Great Britain	130,425	115,087	179,618	132,358	44,406
Spain	1,708	568	607	27,777	560
Holland	45,703	55,260	100,137	4,747	6,398
Italy	274,712	365,793	339,387	60,611	97,013
Japan	11	356	250	340	1,242
Norway	12,292	4,956	14,999	75,649	23,707
Portugal	210	17,997	15,465	12,324	5,852
Sweden	.....	67,241	.....	29,627	—
Switzerland	511	4,941	150	.....	—
Turkey in Asia	.....	.....	.....	.....	—
Uruguay	9,853	633	262	93	1,342
Total	1,829,053	778,196	1,001,500	760,785	604,875

VALUE C.I.F. BRAZIL IN MILREIS PAPER.

Writing Paper—	1913.	1915.	1916.	1917.	1918.
Germany	814:898$	70:171$	894$	.....	—
Argentina	6$	277$	330$	748$	878$
Austria-Hungary	155:915$	2:737$	.....	.....	—
Belgium	28:713$	184$	.....	.....	—
United States	34:713$	69:786$	340:075$	604:985$	613:999$
France	47:057$	33:309$	133:161$	100:753$	36:060$
Great Britain	134:949$	144:258$	320:807$	279:661$	132:715$
Spain	1:331$	485$	1:349$	32:347$	2:248$
Holland	28:955$	65:345$	111:655$	7:848$	15:770$
Italy	199:818$	379:299$	367:267$	113:393$	248:727$
Japan	44$	1:256$	1:582$	3:188$	6:325$
Norway	5:808$	2:329$	23:340$	115:522$	39:820$
Portugal	159$	18:457$	33:184$	37:325$	16:354$
Sweden	.....	37:461$	.....	36:022$	—
Switzerland	1:879$	2:161$	259$	.....	—
Turkey in Asia	4$	.....	.....	.....	—
Uruguay	7:611$	929$	343$	317$	7:907$
Total	1,461:869$	828:944$	1,334:246$	1,332:109$	1,120:803$

QUANTITY IN KILOGRAMMES.

Wallpaper—	1913.	1915.	1916.	1917.	1918.
Germany	27,053	80	.....	.....	—
Austria-Hungary	1,520	.....	.....	.....	—
United States	1,916	1,987	833	2,480	270
France	6,382	121	.....	.....	—
Great Britain	45,312	86,692	54,041	11,721	4,712
Holland	3,529	.....	.....	.....	—
Norway	.....	2,565	.....	.....	—
Portugal	.....	.....	128	.....	—
Canada	262	.....	.....	.....	—
Sweden	1,196	22,857	.....	.....	—
Switzerland	.....	32	398	.....	—
Uruguay	77	.....	.....	.....	58
Other origins	210	.....	.....	.....	—
Total	87,457	114,334	55,400	14,201	5,040

VALUE C.I.F. BRAZIL IN MILREIS PAPER.

Wallpaper—	1913.	1915.	1916.	1917.	1918.
Germany	10:731$	175$	.....	.....	—
Austria-Hungary	1:017$	.....	.....	.....	—
United States	6:326$	1:352$	1:974$	6:642$	638$
France	13:091$	393$	.....	.....	—
Great Britain	41:516$	40:142$	61:952$	31:705$	21:629$
Holland	1:330$	.....	.....	.....	—
Norway	.....	1:413$	.....	.....	—
Portugal	.....	.....	658$	.....	—
Canada	665$	.....	.....	.....	—
Sweden	446$	9:978$	.....	.....	—
Switzerland	.....	141$	2:337$	.....	—
Uruguay	70$	.....	.....	.....	711$
Other origins	536$	.....	.....	.....	—
Total	75:728$	53:594$	66:921$	38:347$	22:978$

QUANTITY IN KILOGRAMMES.

Cigarette Paper—	1913.	1915.	1916.	1917.	1918.
Germany	18,659	8,531	.....	.....	—
Argentina	.....	1,170	4,298	60	1,005
Austria-Hungary	65,355	21,810	.....	.....	—
Belgium	44,718	355	.....	.....	—
United States	.....	5,042	3,882	5,463	8,158
France	292,863	347,459	390,722	283,582	247,542
Great Britain	1,312	23,590	7,839	16,155	16,486
Spain	4,905	37,816	63,770	113,621	125,030
Holland	183	685	.....	.....	—
Italy	6,644	5,015	962	9,190	6,127
Japan	.....	.....	.....	902	4,665
Portugal	.....	.....	134	416	1,635
Sweden	.....	.....	600	.....	—
Turkey in Asia	.....	.....	.....	.....	—
Uruguay	150	1,628	4,672	1,371	4,200
Other origins	125	156	.....	1,956	—
Total	434,914	453,257	476,879	432,716	414,848

VALUE C.I.F. BRAZIL IN MILREIS PAPER.

Cigarette Paper—	1913.	1915.	1916.	1917.	1918.
Germany	70:333$	20:052$	.....	.....	—
Argentina	.....	20:967$	10:624$	334$	7:663$
Austria-Hungary	164:006$	86:614$	.....	.....	—
Belgium	73:715$	1:032$	.....	.....	—
United States	.....	7:921$	8:811$	45:422$	55:324$
France	881:682$	1,154:910$	1,921:821$	1,843,418$	2,158:736$
Great Britain	4:168$	47:135$	21:217$	48:780$	68:824$
Spain	9:776$	81:091$	197:359$	483:103$	746:829$
Holland	4:832$	6:260$	.....	.....	—
Italy	5:399$	6:430$	1:222$	38:165$	33:475$
Japan	.....	.....	.....	4:139$	42:528$
Portugal	.....	.....	486$	3:954$	6:382$
Sweden	.....	.....	3:665$	.....	—
Turkey in Asia	3$	.....	.....	.....	—
Uruguay	501$	5:391$	25:931$	5:985$	24:504$
Other origins	502$	1:213$	.....	3:162$	—
Total	1,214:937$	1,439:025$	2,191:136$	2,476:462$	3,144:265$

QUANTITY IN KILOGRAMMES.

Paper not specified—	1913.	1915.	1916.	1917.	1918.
Germany	4,184,091	440,898	62	123	—
Argentina	5,445	123,121	26,455	44,800	15,643
Austria-Hungary	547,152	13,078	.....	.....	—
Belgium	489,592	1,073	33,265	3,534	—
United States	236,851	572,655	1,852,654	2,406,410	3,072,898
France	323,768	114,129	181,201	111,471	64,651
Great Britain	281,931	296,153	364,743	187,002	115,070
Spain	24,070	13,093	60,018	8,914	1,006
Holland	187,674	152,328	364,130	20,121	38,833
Italy	621,645	1,275,618	1,115,433	262,998	20,476
Japan	4,213	2,348	4,914	11,754	12,902
Norway	1,029,459	863,244	1,112,762	745,701	644,691
Paraguay	4,130	2,820	405	314	—
Portugal	1,234	29,753	5,787	1,746	628
Russia	17,384	.....	.....	12,500	—
Sweden	2,015,213	1,794,307	1,241,304	287,645	440,610
Switzerland	38,637	8,384	5,061	49	506
Turkey in Asia	.....	.....	.....	.....	—
Uruguay	53,388	40,831	60,689	40,828	7,728
Other origins	115	3,956	4,109	71	—
Total	10,065,993	5,747,789	6,402,992	4,145,981	4,435,642

VALUE C.I.F. BRAZIL IN MILREIS PAPER.

Paper not specified—	1913.	1915.	1916.	1917.	1918.
Germany	1.848:086$	259:964$	127$	58$	—
Argentina	1:882$	37:514$	29:919$	56:342$	57:258$
Austria-Hungary	264:280$	8:007$	.....	.....	—
Belgium	174:338$	1:764$	6:920$	8:821$	—
United States	205:516$	516:475$	2,159:479$	3.141:156$	4.157:790$
France	354:039$	169:541$	452:339$	254:666$	280:074$
Great Britain	224:414$	283:484$	515:962$	364:944$	322:941$
Spain	6:871$	19:944$	141:172$	24:665$	2:204$
Holland	70:912$	95:932$	298:531$	31:662$	59:816$
Italy	338:537$	822:594$	1.259:903$	469:766$	39:506$
Japan	13:874$	12:304$	23:654$	33:772$	51:857$
Norway	246:045$	327:424$	770:160$	791:636$	862:263$
Paraguay	2:199$	1:421$	232$	598$	—
Portugal	1:006$	24:155$	5:933$	2:755$	1:211$
Russia	4:700$	.....	.....	5:670$	—
Sweden	466:792$	629:773$	991:020$	253:403$	757:329$
Switzerland	16:230$	4:530$	4:349$	113$	3:247$
Turkey in Asia	1$	.....	.....	.....	—
Uruguay	25:020$	23:073$	41:760$	36:552$	12:105$
Other origins	68$	2:337$	3:421$	212$	—
Total	4.465:010$	3.240:236$	6.604:611$	5.476:791$	6.607:501$

CHINA'S GROWING ENGINEERING DEMANDS.

(British Export Gazette.)

That British machinery firms have a magnificent opportunity for doing business at the present time in the Chinese market is an undeniable fact in view of the enormous expansion of industrial and public works engineering in the Republic inevitable during the next few years. Keen competition must naturally be expected from America; also, unless we are much mistaken, from Germany, and, to a less extent, from Japan. A large proportion of the industrial machinery required will be in connection with the growing activities in textile manufactures, but mining and metal-working plants are also now in increased request, and orders are coming forward from all parts of the country. In addition, there is an ever-expanding demand for railway material, electric light and power plants, and motor cars and lorries.

VALUE OF A CERTIFICATE OF ORIGIN IN CANADIAN IMPORTS INTO ITALY.

The following has been received from the office of the Canadian Government Trade Commissioner, Milan, Italy:—

By a special international agreement with Italy, in which Great Britain, Canada, and Australia are participants, all goods are now admitted without import license into Italy, with the exception of the articles included in the following list. It is, however, advisable that imports of any description should be accompanied by a certificate of origin, in order to ensure that the consignor obtains full benefits from the agreement.

List of goods for which an import license is required:—

Wines in bottle; cognac and liquors in general; tinned fruits; perfumes, except perfumed soaps; furniture; frames; wooden toys; furs to be worked, except ready-made furs; jewellery; worked silver and gold-plated silver; real and artificial Jewellery; gold watches; precious stones, except those for industrial purposes; works in glass, bevelled, engraved, gold and silver gilt; feathers for ornaments; wrought hair fancy goods; toys classified as fancy goods; fans; pianos; ladies' trimmed hats.

VALUE OF FOREIGN CURRENCIES FOR CUSTOMS PURPOSES.

By an Order, approved by His Excellency, the Governor General in Council, on the 6th day of October, 1919, under the provisions of section 59 of the Customs Act, it is ordered that the Order in Council bearing date of the 5th November, 1919, be amended, and the value of certain foreign currencies for Customs purposes is declared to be, from the 1st of August, 1920, until further proclaimed as under:—

Country.	Standard.	Monetary Unit.	Value of Currency for Duty purposes as ordered and proclaimed. (Rate in Canadian currency).
Guatemala	Silver	Peso	$ .7642
Honduras	Silver	Peso	.7642
Salvador	Gold	Colon	.5000
China	Silver	Tael:	
		Amoy	1.2521
		Canton	1.2484
		Chefoo	1.1976
		Chin Kiang	1.2232
		Fuchau	1.1582
		Haikwan (customs)	1.2740
		Hankow	1.1715
		Kiaochow	1.2134
		Nankin	1.2391
		Niuchwang	1.1742
		Ningpo	1.2039
		Peking	1.2207
		Shanghai	1.1437
		Swatow	1.1567
		Takau	1.2601
		Tientsin	1.2134
China	Silver	Dollar:	
		Yuan	.8205
		Hong Kong	.8235
		British	.8235
		Mexican	.8296
Paraguay	Gold	Peso (Argentina)	.9648
Persia	Gold	Achrefi	.0959
	Silver	Kran	.1406

Vide memorandum of the Department of Customs No. 2426-B, dated October 9, 1920.

CHINESE GERMAN TRADE.

An outstanding feature of the Chinese customs returns during the first six months of 1920, according to the *Manchester Guardian Commercial,* was the gradual but marked reappearance of German trade. Chief among the German imports into China have been dyes, paper, buttons, needles, clocks, and iron and steel. Balancing these imports, China has exported to Germany egg products, lard, black tea, tobacco, hides, wool, bean oil, wood oil, sesamum seed, cotton seed, white peas, hemp, and raw cotton. A readiness to grant long credits is said to tend to make the German traders popular with the Chinese.

MODIFICATIONS OF CUSTOMS TARIFF OF JAPAN—"ANTI-DUMPING" CLAUSE.

(British Board of Trade Journal.)

Regarding the passage by the Japanese Diet of a measure to prevent dumping and to amend the Japanese customs tariff, the Board of Trade have now received from H. M. Embassy at Tokio a complete translation of the amendments made in the Japanese tariff and tariff law by the recent measure. These alterations, which took effect on August 1, are given below.

Anti-dumping.—The following clause is added to Article V of the tariff law (of April 15, 1910):—

> "If any important industry in this country is threatened with injury on account of the import of goods sold at an unfair price or the sale at an unfair price of goods already imported, such goods may, on the recommendation of the 'Dumping' Investigation Commission, in accordance with the provisions of an Imperial ordinance, be charged with duties not exceeding the fair price of the goods, within the limits specified by the commission, in addition to the duties leviable under the annexed tariff [i.e., the Japanese customs tariff].
>
> "In respect of goods specified under the provisions of the foregoing clause which, having already been imported, are the property of, or in the possession of, a 'dumper' or his agent, the surtax may be levied on such dumper or his agent, in accordance with the provisions of the foregoing clause, such surtaxes will be collected in accordance with the regulations for the collection of the national taxes."

Duty-free goods.—Nos. 4 and 23 of Article VII of the tariff law (which gives a list of goods exempt from import duty) have been amended to read as follows:—

4. (*a*) Mineral oils for use as fuel imported by the Government;
   (*b*) Mineral oils to be used directly as fuel, with a specific gravity exceeding 0·904 at 15° C. This applies only to oils which have been imported with the permission of the Government according to the provisions of an Imperial ordinance.
23. Animals for breeding, and protective serum or vaccine against animal plague, imported by the State, prefectures and other public bodies, or industrial juridical persons specified by the Government, or by persons who have obtained permission from the Government.

Goods for re-export.—Article VIII of the tariff law provides for the duty-free admission of certain goods if they are to be re-exported within one year, providing that security is given for the amount of the duty. This article has been amended so that security "may be required to be deposited" instead of "must be deposited," and by the addition of the following to the list of goods covered by the article:—

> Articles imported for display at exhibitions, fairs, competitions or prize shows.

Import Tariff Alterations.—The subjoined statement shows some of the amendments which have been made in the import tariff, the old rates being given for purposes of comparison. Additions to the text of former tariff headings are shown in italic type, and old matter now deleted is shown in square brackets.

[The statement supersedes that given at page 751 of *Weekly Bulletin* No. 867.]

[Yen (100 sen) = 2s. 0½d. par value and at the present rates about 2s. 10d. 100 kin = 132·277 lb. avoirdupois; litre = 0·22 gallon. n.s. = not specified.]

Tariff No.	Articles.	Rate of Import Duty. Former. Yen.	Former. Sen.	New. Yen.	New. Sen.
66	Alcoholic liquors, not otherwise provided for:—				
	(1) Containing not more than 7% by volume of pure alcohol which has a specific gravity of 0.7947 at 15° C.	20	00	27	80
	(2) Other:—				
	A. In bottle	110	00	124	00
	B. In other receptacle	60	00	73	90
	Note.—Those containing more than 50 per cent by volume of pure alcohol which has a specific gravity of 0.7947 at 15° C. are subject to an additional duty at the rate of 1 yen 28 sen (formerly 1 yen), per 100 litres for every additional 1 per cent of pure alcohol.				
67	(3) Salt	40% ad val.		Free.	
259	Pitch and asphalt	0	55	Free.	
				per 100 kin.	
418	(1) Asbestos in lump, powder or fibre, *including that which contains platinum powder*	0	70	0	70*
423	(1) Gypsum, uncalcined	0	06	Free.	
435	Minerals and manufactures thereof, not otherwise provided for:				
	(1) Unworked	5% ad val.		Free.	
	(2) A. Other, powdered or calcined	10% ad val.		Free.	
458	Ores (*including those which are calcined*) *and matte, bottom and slags*	Free.		Free.*	
459	Platinum, *iridium, osmium, palladium, and hodium, indium and ruthenium?*				
		per kin.			
	(1) Ingots, slabs, bars, plates and sheets	44	00	Free.	
	(2) Wire	193	00	Free.	
	(3) Waste or scrap, fit only for remanufacturing	5% ad val.		Free.	
		per 100 kin.			
464	(7) Copper waste or scrap, fit only for remanufacturing	1	30	Free.	
465	(6) Lead waste or scrap, fit only for remanufacturing	0	30	Free.	
466	(4) Tin waste or scrap, fit only for remanufacturing	5% ad val.		Free.	
		per 100 kin.			
471	(7) Brass and bronze waste or scrap, fit only for remanufacturing	2	25	Free.	
596	Metal or wood working machinery, not otherwise provided for, including rolling machines, drawing machines, nail-making machines, moulding machines, flanging machines, bending machines, riveting machines, etc.:—				
				per 100 kin.	
	(1) Each weighing not more than 25 kilogs	37	50	50	00
	(2) " " 50 "	22	50	50	00
	(3) " " 100 "	14	30	19	10
	(4) " " 250 "	12	80	17	10
	(5) " " 500 "	11	30	15	10
	(6) " " 1,000 "	9	80	13	10
	(7) " " 2,500 "	6	80	9	10
	(8) " " 5,000 "	6	00	8	00
	(9) " " 50,000 "	3	80	5	70
	(10) Other	3	50	4	70
612(1)	Wood, cut, sawn or split, simply:—				
		per cu. metre.			
	F2b. Pine, fir and cedar, exceeding 65mm. in thickness	1	80	Free.	
	I. Aspen and ebony wood with white streaks, *and walnut wood*	Free.		Free.*	
612(2)	Wood, Other:—				
	(*c*) *Match sticks*	25% ad val.		Free.	
	(*d*) Other (not including flocks or shavings)	25% ad val.		25% ad val.*	
		per 100 kin.			
644	Wheat bran	0	30	Free.	

*Rate of duty not altered.

RAILWAY DEVELOPMENT IN SOUTH AFRICA.

Trade Commissioner W. J. Egan.

August 20, 1920.—The report of the South African Railways and Harbours Board for 1919 affords a great deal of information that may be interesting to Canadian official and business interests, especially in view of the recent growth and development of the Dominion's own state system.

The total railage mileage owned by the South African Railways amounts to 9,542 miles, in addition to which 651 miles of privately-owned railways and 1,283 miles of line in the South-West Protectorate are worked by the Administration.

All the new lines which have been authorized by Parliament have been completed, the last section to be opened for traffic being from Kotjeskolk to Zak River in the Cape Province on 16th September, 1918.

During the ten years which have elapsed since Union, the mileage of Government-owned lines has increased, as the result of new construction, by 2,477 miles or 36 per cent—a very creditable achievement considering that during the war, which occupied the latter half of this period, railway construction was practically at a standstill owing to the impossibility of obtaining railway material. But only in as far as actual construction work is concerned was there any evidence of inactivity in this connection on the part of the Administration, whose energies throughout the period of hostilities have been directed towards investigating and carrying out detailed surveys and inspections of proposed new railways, in order that no effort might be spared in having all the necessary preliminary work in readiness when the time arrived for again considering the question of new construction. In all, 1,300 miles of new lines of railway have been surveyed and 1,285 miles inspected by the railway engineers and other officers since the war commenced.

The Commissioners too have inspected many proposals for new lines, besides receiving a considerable number of deputations representative of all parts of the Union. Meetings have been held with the people of the districts visited, at which their views on railway construction have been fully stated. In this manner the Board has collected much valuable information which will be of considerable assistance to it when considering the preparation of the next programme.

The following quotation from the Board's report gives a distinct outline of its policy; at the same time placing a limit upon construction costs in order that the success of the organization may not be hampered by unprofitable lines.

"The Board is alive to the fact that for the full development of the agricultural, mining and industrial resources of South Africa, adequate transport facilities are essential, and it is its earnest wish that financial considerations may permit of the early revival of railway construction.

"It was the intention, if possible, to submit to Parliament during the present session a comprehensive railway construction programme—that is, one that could be extended over a given number of years in a pre-arranged order of priority. But, owing to the impossibility of getting railway material, such as rails and sleepers, this intention had to be abandoned, the feeling being that as construction was not possible it would be better to defer the drawing up of the final programme so as to enable the Board to avail itself of the latest information in arranging the order of priority.

"Before embarking on a programme of the magnitude contemplated, many factors will have to be taken into consideration. The financial aspect must not be lost sight of, while the question of obtaining materials is a most difficult one. At present the supply of all railway materials is very limited and the price thereof almost prohibitive. To afford some idea of current prices, compared with the pre-war cost of building 100 miles of developing railways, it may be pointed out that in the neighbourhood of $1,584,375 additional capital would be required carrying interest at 5 per cent, instead of 3½ per cent. Since the amount of interest chargeable on the capital

cost of a developing line represents the largest item of expenditure to be met from working, the initial cost of material employed in its construction must be carefully watched to avoid railways being built which will be a burden upon the State for all time. There is therefore a price for constructing developing railways beyond which the Administration canont go.

"In regard to the future policy governing the construction of railways, the Board states that in its opinion the promotion of agricultural, mining and industrial enterprise ought to be the predominant factor in determining what lines shall figure in the programme and the order of priority in which they shall be built—a task which will be a most difficult one in framing the next programme."

The number of surveys and inspections of suggested new lines completed during the year amounted to 17, representing 842 miles surveyed and 920 miles inspected, or a total of 1,762 miles. Since the last construction programme was framed 50 lines, totalling 3,793 miles, have been surveyed or inspected.

During the year a surplus of earnings over gross working expenditure amounted to $21,258,800, although the net result, after taking into account other miscellaneous receipts and charges and interest on capital, was a loss of $783,860. The earnings, which constitute a record, yielded a total of $88,459,800, an increase of 24 per cent over those of 1918. The total working expenses during 1919 amounted to $60,323,730, an increase of 22·9 per cent over those of 1918, the increase being largely due to the extension of the 8-hour day to all grades of employee, further increases in war bonuses and the continued rise in the cost of materials.

A Board of Reference and Conciliation for Railway and Harbour Servants, known as the "Conciliation Board," was established during the year. It consists of five members nominated by the Minister, one of whom is the Chairman, together with five representatives of the staff, one of whom is the Vice-Chairman. Its functions are primarily for considering and reporting upon important matters referred to it by the Minister, involving conditions of service, rates of pay and principles underlying disciplinary decisions in connection with which differences exist between the Administration and large bodies of its servants.

The adverse financial position of the railways made it necessary to further increase rates and fares during the year. At the end of August, despite the fact that the revenue exceeded the estimate, there was a loss which, added to the deficit of $4,563,500 from the previous year, made the total deficiency $5,850,000. There was no other course open, therefore, but the one above indicated, which the Administration was reluctantly compelled to take.

The increases which affected passenger fares to the extent of 10 per cent, representing a rise of from 10 to 25 per cent in the percentage surcharge on parcels, livestock and goods traffic, were brought into operation on November 4.

The financial position during the present year has rendered necessary a further advance in the tariffs, and this came into operation on April 22 last.

The Board also makes the following observations, which may be of interest in Canada as well as in South Africa:—

"Before leaving this subject it may be as well to refer to the question of railway rates in their relationship to the cost of living, in order to correct the impression, which seems to be general, that they contribute to an appreciable extent towards the present high cost of living, and to this end the Board desires to offer the following observations:—

"In its report for 1913, in reviewing that portion of the Economic Commission's report which dealt with the question of working-class rents in South Africa, the Board controverted a statement made to the Commission ascribing the high rents at Johannesburg principally to the excessive transport charges on materials, and it showed that the amount of railway rates represented only 5 per cent of the cost of material necessary for the erection of the average house. Similarly, to-day, railway rates represent but a negligible portion of the prices which consumers are called upon

to pay for their commodities. Indeed, in fixing prices they amount to scarcely sufficient to warrant their being taken into serious consideration."

The following statement shows the total number of locomotives, coaching and wagon stock authorized, on order or under erection at December 31, 1919:—

	Number.	Estimated Cost.
Locomotives	150	£1,961,300
Coaching stock	374	1,999,413
Wagon and van stock	3,657	2,423,960
		£6,384,673

The stock placed in service during the year under review, being:—

	Number.	Estimated Cost.
Locomotives	66	£825,789
Tenders	14	15,722
Coaching stock	48	155,242
Wagon and van stock	358	280,626
		£1,277,,379

ELECTRIFICATION OF RAILWAYS.

The report of the firm of consulting electrical engineers engaged to investigate the question of electrification of railways of the Union has been laid upon the table of the House, and its adoption generally is recommended.

It is proposed as a commencement to electrify the sections Durban-Maritzburg and Cape Town-Simonstown, for which Parliamentary authority will be sought in due course.

ESTABLISHMENT OF GRAIN ELEVATORS.

The engineer appointed to advise the Government in regard to the establishment of grain elevators in South Africa, has completed his investigations. His report will be presented to Parliament in the form of a blue book, in which will also be incorporated the proposals of the Administration.

In view of the tremendous development shortly to be embarked upon, in construction of new lines, electrification, and the building of grain elevators, great possibilities of business are open to the world of supply, and Canada may undoubtedly receive a share if her producing houses measure up to the opportunity.

BIG DEVELOPMENT SCHEMES FOR MOROCCO.

(British Export Gazette.)

Important public works are, we are reminded by a valued correspondent at Tangier, to be undertaken in the French zone of Morocco, a loan of no less than 744 million francs having been voted by the French Chamber for the purpose. Among the schemes included are the completion of the harbour works at the rapidly-developing port of Casablanca, which eventually will be capable of dealing with a traffic of two million tons. To this work more than one-third the total loan is to be devoted. In addition, 90 million francs are for hydraulic works and irrigation, 60 millions for road construction, 36 millions for opening up the vast phosphate beds, and 30 millions for agricultural development.

But all this by no means exhausts what France is proposing to do for Morocco. Between 600 and 900 million francs are to be spent on railways connecting Casablanca with Petitjean, *via* Robat and Kenitra, the latter with a junction on the Tangier-Fez line, Casablanca with Marakesh, Settal with Oued-Zern, and Fez with the Algerian frontier—altogether about 1,000 kilometres or 620 miles. Their completion, together with the other works to be carried out, will bring Morocco to a level of development equal to that of any of the territories of North Africa, Egypt only excepted. From a commercial point of view, Morocco is one of the markets which demands most careful watching, and no time should be lost even now in fixing up suitable connections with reliable firms at the principal ports.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in Western Division and at Public Elevators in the East; also U.S. Atlantic Seaboard Ports.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending October 15, 1920.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C. P. R.	847,627	79,346	106,293	.....	115,056	1,148,322
Empire Elevator Co.	Now Oper	ating unde	r a Privat	e Termina	l Elevator	License.
Consolidated Elevator Co.	1,130,716	77,699	27,030	45,079	564	1,281,088
Ogilvie Flour Mills Co.	532,802	52,831	105,406	.....	25,157	716,196
Western Terminal Elevator Co.	793,446	64,047	15,469	28,395	6,275	907,632
G. T. Pacific	361,851	118,471	32,389	26,100	8,725	547,536
Grain Growers' Grain Co.	960,840	346,869	167,255	.....	65,718	1,540,682
Fort William Elevator Co.	411,049	147,973	35,884	28,270	62,896	686,072
Eastern Terminal Elevator Co.	Now Oper	ating unde	r a Privat	e Termina	l Elevator	License.
Northwestern Elevator Co.	610,671	51,777	24,371	45	6	686,870
Port Arthur—						
Port Arthur Elevator Co.	1,003,410	302,596	174,902	950	14,944	1,496,802
Sask. Co-op. Elevator Co.	1,714,625	71,642	28,748	64,179	9,010	1,888,204
Canadian Government Elevator	309,364	185,061	27,752	147,140	10,027	679,344
Thunder Bay	Now Oper	ating unde	r a Privat	e Termina	l Elevator	License.
Davidson and Smith	9,604	1,255	15	.....	201	11,045
Eastern—Richardson	Now Oper	ating unde	r a Privat	e Termina	l Elevator	License.
Total Public Terminal Elevators	8,686,005	1,499,567	745,484	340,158	318,579	11,589,793
Total Private Terminal Elevators	2,183,101	627,761	135,202	87,561	23,329	3,057,054
Saskatoon Can. Govt. Elevator	16,658	8,517	181	1,654	.....	27,010
Moosejaw Can. Govt. Elevator	119,843	51,012	.....	1,302	4,257	176,414
Calgary Can. Govt. Elevator	80,005	61,383	9,309	29	1,235	151,961
Vancouver, Can. Govt. Elevator	858	594	.....	8,464	.....	9,916
Total Interior Terminal Elevators	217,364	121,506	9,490	11,449	5,492	365,301
Depot Harbour			None in	store.		
Midland—						
Aberdeen Elevator Co.	109,911					109,911
Midland Elevator Co.			None in	store.		
Tiffin, G.T.P.			None in	store.		
Port McNicoll	243,021	200				243,221
Collingwood	.....	.....	.....	.....	.....	.....
Goderich—						
Elevator and Transit Co.	227,193	2,699	.....	.....	.....	229,892
West. Can. Flour Mills Co., Ltd.	200,831	.....	.....	.....	.....	200,831
Toronto—						
Campbell Flour Mills Co.	11,321	16,078	7,058	.....	.....	34,457
Kingston—						
Montreal Transportation Co.	.....	.....	.....	.....	.....	.....
Commercial Elevator Co.	.....	.....	.....	.....	.....	.....
Port Colborne Dom. Govt. Elevator	85,327	.....	Not rep	orted.	.....	85,327
" Maple Leaf Milling Co., Ltd.	.....	.....	None in	store.	.....	.....
Prescott	.....	.....	.....	.....	.....	.....
Montreal—						
Harbour Commissioners Nos. 1 & 2	3,665,387	351,352	369,974	7,256	.....	4,393,969
Montreal Warehousing Co.	1,039,132	.....	.....	.....	.....	1,039,132
Ogilvie Flour Mills Co.	151,999	10,160	3,191	.....	.....	165,350
Quebec Harbour Commissioners	2,629	15,427	.....	.....	.....	18,056
West St. John, N.B., C.P.R.	.....	.....	None in	store.	.....	.....
St. John, N.B., Can. Nat. Rys.	.....	.....	"	"	.....	.....
Halifax, N S., " "	.....	.....	"	"	.....	.....
Total Public Elevators	5,736,751	395,916	380,223	7,256	.....	6,520,146
Country Elevators	.....	.....	Not avai	lable.	.....	.....
U.S. Atlantic Seaboard Ports—						
Portland, Maine	.....	.....	Not oper	ating.	.....	.....
Baltimore, Maryland	215,604	.....	.....	.....	20,013	235,617
Total U.S. Atlantic Seaboard Ports	215,604	.....	.....	.....	20,013	235,617
Total quantity in store	17,038,825	2,644,750	1,270,499	446,424	367,413	21,767,911

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Public Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East, for the week ending October 15, 1920.

Grades.	Account Imperial Government	Public Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard		21,618	5,667		27,285
No. 1 Northern		3,973,116	91,385	3,401,790	7,466,291
No. 2 "		2,048,954	65,034	1,029,149	3,143,137
No. 3 "		1,749,434	18,444	480,325	2,248,203
No. 4 Wheat		244,348	4,161	12,559	261,068
No. 5 "		40,820		11,616	52,436
No. 6 "		10,014			10,014
Other		597,701	32,673	801,312	1,431,686
Totals		8,686,005	217,364	5,736,751	14,640,120
Oats—					
No. 1 C.W.					
No. 2 "		418,666	29,388	42,287	490,341
No. 3 "		503,622	41,401	45,801	590,824
Ex. No. 1 Feed		34,406	6,433	3,300	44,139
No. 1 Feed		90,846	3,216	11,546	105,608
No. 2 "		222,260	2,568	38,247	263,075
Other		229,767	38,500	254,735	523,002
Totals		1,499,567	121,506	395,916	2,016,989
Barley—					
No. 3 extra C.W.		1,927			1,927
No. 3 C.W.		279,304	4,049	179,761	463,114
No. 4 "		174,193	607	58,595	233,395
Feed		95,807	1,717	9,308	106,832
Rejected		124,371		114,311	238,682
Other		69,882	3,117	18,248	91,247
Totals		745,484	9,490	380,223	1,135,197
Flax—					
No. 1 Northwestern Canada		211,925	1,330		213,255
No. 2 C.W.		60,054	67		60,121
No. 3 "		35,728	57		35,785
Rejected			475	7,256	7,731
Other		32,451	9,520		41,971
Totals		340,158	11,449	7,256	358,863
Rye—					
No. 1 C.W.		209,047	2,748		211,795
No. 2 "		69,970	2,649		72,619
No. 3 "					
No Grade		5,890			5,890
Rejected		10,852	19		10,871
Other		22,820	76		22,896
Totals		318,579	5,492		324,071
Total quantity in store		11,589,793	365,301	6,520,146	18,475,240

Quantity of Canadian Wheat and other Grain in store at Public Terminal Elevators, Private Terminal Elevators, Interior Terminal Elevators, Country Elevators, U.S. Atlantic Seaboard Ports and Public Elevators in the East, on October 15, 1920, with comparisons for five years.

—	Wheat.	Other Grains.	Total.
	Bushels.	Bushels.	Bushels.
October 15, 1920—			
Public Terminal Elevators	8,686,005	2,903,788	11,589,793
Private " "	2,183,101	873,953	3,057,054
Interior " "	217,364	147,937	365,301
Country Elevators	Not available.		
U.S. Atlantic Seaboard Ports	215,604	20,013	235,617
Public Elevators in the East	5,736,751	783,395	6,520,146
Total	17,038,825	4,729,086	21,767,911
October 17, 1919—			
Public Terminal Elevators	3,836,897	3,328,363	7,165,260
Interior " "	503,947	204,662	708,609
Public Elevators in the East	8,887,379	1,839,441	10,726,820
Total	13,228,223	5,372,466	18,600,689
October 18, 1918—			
Public Terminal Elevators	7,026,190	3,216,395	10,242,585
Interior " "	1,325,526	305,306	1,630,832
Public Elevators in the East	1,927,684	1,138,830	3,066,514
Total	10,279,400	4,660,531	14,939,931
October 19, 1917—			
Public Terminal Elevators	8,764,661	4,028,718	12,793,379
Interior " "	427,824	152,658	580,482
Public Elevators in the East	6,357,759	694,672	7,052,431
Total	15,550,244	4,876,048	20,426,292
October 20, 1916—			
Public Terminal Elevators	7,554,302	4,212,824	11,767,126
Interior " "	283,697	62,745	346,442
Public Elevators in the East	5,781,126	8,733,617	14,514,743
Total	13,619,125	13,009,186	26,628,311
October 22, 1915—			
Public Terminal Elevators	10,938,208	2,752,416	13,690,624
Interior " "	124,538	31,263	155,801
Public Elevators in the East	4,551,547	340,913	4,892,460
Total	15,614,293	3,124,592	18,738,885

AUSTRALIAN BANKS FIND DIFFICULTY IN PROVIDING LETTERS OF CREDIT FOR IMPORTERS OWING TO EXCESS OF IMPORTS OVER EXPORTS.

Some Canadian exporters having received a report that the Australian Government had placed an embargo against Australian importers forwarding payments to cover purchases made in Canada, the Department of Trade and Commerce cabled to Mr. D. H. Ross, Canadian Government Trade Commissioner in Australia, to ask for information. Mr. Ross replied as follows in a cablegram: "No embargo has been placed on payments abroad by Australian importers but Australian banks balance in London temporarily depleted. Banks therefore unable to provide letters of credit with rare exceptions. Chief cause large imports and small exports. It is considered that these conditions will continue until about the middle of March. Letters of credit already established can be negotiated."

Receipts and Shipments of the different kinds of Canadian Grain at the Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in the Western Division, and Public Elevators in the East; also U.S. Atlantic Seaboard Ports for the week ending October 15, 1920.

		Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Public Terminal Elevators.								
Receipts	Rail	4,790,676	754,007	276,026	84,103	92,581	.....	5,997,393
Shipments	Vessel	2,921,194	55,754	211,251	.....	36,847	.....	3,225,046
	Rail	38,098	85,015	25,220	1,837	2,323	.....	152,493
Private Terminal Elevators.								
Receipts	Rail	2,688,129	529,909	109,566	20,043	12,087	.....	3,359,734
Shipments	Vessel	1,687,193	130,904	27,846	.....	13,480	.....	1,859,423
	Rail	161,762	164,339	64,853	.....	*1,322	.....	389,632
Interior Terminal Elevators.								
Receipts	Rail	179,123	66,418	4,444	13,971	2,748	.....	266,704
Shipments	Rail	101,931	28,885	.....	14,286	2,965	.....	148,067
Country Elevators, West Division.								
Receipts	Rail	Not available.						
Shipments	Rail							
Public Elevators in the East.								
Georgian Bay Ports.								
Receipts	Vessel	775,349	55,033	157,188	.....	.....	.....	987,570
Shipments	Rail	538,978	55,033	157,188	.....	.....	.....	751,199
Lower Lake Ports.								
Receipts	Vessel	328,728	.....	.....	.....	.....	.....	328,728
	Rail	65,962	1,545	.....	.....	.....	.....	67,507
Shipments	Vessel	492,458	.....	.....	.....	.....	.....	492,458
	Rail	389,449	1,545	770	.....	.....	.....	391,764
St. Lawrence Ports.								
Receipts	Vessel	133,048	.....	150,881	.....	.....	.....	283,929
	Rail	807,805	164,026	80,252	.....	.....	.....	1,052,083
Shipments	Vessel	599,609	91,530	142,272	.....	.....	.....	833,411
	Rail	53,015	66,623	7,150	.....	.....	.....	126,788
Seaboard Ports.								
Receipts	Rail	.....	.....	.....	.....	.....	.....	.....
Shipments	Vessel	.....	.....	.....	.....	.....	.....	.....
Total, Public Elevators in the East.								
Receipts	Vessel	1,237,125	55,033	308,069	.....	.....	.....	1,600,227
	Rail	873,767	165,571	80,252	.....	.....	.....	1,119,590
Shipments	Vessel	1,092,067	91,530	142,272	.....	.....	.....	1,325,869
	Rail	981,442	123,201	165,108	.....	.....	.....	1,269,751
U.S. Atlantic Seaboard Ports.								
Receipts	Rail	147,789	.....	.....	.....	7,697	.....	155,486
Shipments	Vessel	41,210	.....	.....	.....	.....	.....	41,210

*Minus quantity error previous week.

Quantities of United States Grain in Store, Received and Shipped at the Public Elevators in the East for the week ending October 15, 1920, in comparison with the same period last year.

	Wheat.	Oats.	Barley.	Rye.	Corn.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Depot Harbour Elevator		94,549			848,031	942,580
Midland Elevator Co.	196,498					196,498
Pt. McNicholl C.P.R. Elev.				175,794	92,261	268,055
Montreal Harbour Commissioners Elevators 1 and 2	62,015		3,707	209,443	85,042	360,207
Quebec Harbour Commissioners Elevator					2,697	2,697
Quebec Harbour Commissioners Elevator					*44,148	44,148
Totals	258,513	94,549	3,707	385,237	1,072,179	1,814,185
Same period last year	168,438		33,426	272,738	2,211	526,418

Georgian Bay Ports.

	Receipts.		Shipments.	
	Water	Rail	Water	Rail
	Bush.	Bush.	Bush.	Bush.
Oats				16,000
Corn	695,279			66,997
Rye	190,180			14,385

St. Lawrence Ports.

Wheat	24,000		88,327	—
Corn		1,421	17,901	—
Rye		51,968	238,330	—
Corn		*44,148		—

*Argentina Grain.

SHEEP EXEMPT FROM DUTY WHEN IMPORTED BY BONA FIDE FARMERS AND RANCHERS OF CANADA.

By an Order in Council approved by His Excellency the Governor General in Council on the 6th day of October, 1920, authority is granted for the remission and refund of duty in respect of sheep imported by bona fide farmers and ranchers of Canada during the period of one year from the 7th day of February, 1920, under regulations by the Minister of Customs (*Vide* memorandum of the Department of Customs, dated October 9, 1920.)

In order to expedite importation and delivery of the said sheep, they may be entered at the custom house as free of ordinary duty on the usual form of entry for home consumption (B1), until February 7, 1921.

The following statement on the face of the entry shall be subscribed by the importer or his agent, viz:—

"Name....., the importer of the sheep described in the foregoing entry is a bona fide farmer or rancher of Canada."

Preliminary Statement of Grains ground and Products produced therefrom in Eastern Canada, Western Canada, together with amount for the Dominion of Canada for the month of August, 1920.

Grain	Eastern Division. Quantity of bushels ground during month.			Western Division. Quantity of bushels ground during month.			Dominion of Canada. Quantity of bushels ground during month.		
	Merchant.	Customs or Exchange.	On Hand.	Merchant.	Customs or Exchange.	On Hand.	Merchant.	Customs or Exchange.	On Hand.
Wheat	374,127	12,789	170,463	713,485	5,216	328,517	1,087,612	18,005	488,980
Oats	270,785	17,311	112,635	48,451	2,019	52,823	319,236	19,330	165,458
Barley	17,241	9,212	6,084	1,346	1,864	15,194	18,587	11,071	21,278
Rye	43	13	63	474		3,091	517	13	3,154
Corn	61,356	1,241	36,082	155		994	61,511	1,241	37,076
Buckwheat	59	2,320	80				59	2,320	80
Peas	2,308	1,060	112				2,308	1,060	112
Mixed Grains		51,274						51,274	–

PRODUCTS GROUND.

Wheat Flour Standard.	Unit of Measure.	Quantity ground during month.		Total.
		Eastern Division.	Western Division.	
	Brls.			
Spring	196 lbs.	59,440	155,243	214,683
Winter	"	23,067		23,067
Blended	"	5,009	287	5,296
Total	"	87,516	155,530	243,046
Patents—				
Spring	"			–
Winter	"			–
Blended	"		1,197	1,197
Total	"		1,197	1,197
Clears—				
Spring	"			–
Winter	"			–
Blended	"			–
Total	"			–
Low Grade or Feed	"	204,326	856	205,182
Shorts and Middlings	Tons	1,389	2,863	4,252
Bran	"	1,059	2,753	3,812
Oat Meal	Lbs.	573,553	47,843	621,396
Rolled Oats	"	3,178,097	656,155	3,834,252
Barley—Pot and Pearl	"	119,443	3,024	122,467
Flour and Meal	"	466,152		466,152
Rye—Flour and Meal	"	1,960	25,341	27,301
Corn—Flour	"	37,142		37,142
Meal	"	1,535,526		1,535,526
Cracked	"	1,519,924		1,519,924
Buckwheat Flour	"	16,701		16,701
Peas—Meal	"	3,900		3,900
Split	"	113,092		113,092
Feed not otherwise specified	Tons	3,650	344	3,994

NEW INCORPORATIONS.

Dominion.

Best Boxes, Limited. Incorporators: John Parsons Ebbs, barrister-at-law; Edward Russell Jackson, accountant; and others—all of Ottawa. Capital $250,000, divided into 5,000 shares of $50 each. Chief place of business, Ottawa.

Dunwin Motors, Limited. Incorporators: Albert George Brooke Claxton and Thomas Reginald Ker, K.C.'s; and others—all of Montreal. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of business, Montreal.

Dyrob Steel (Consolidated), Limited. Incorporators: James Richardson Roaf and John Creighton, solicitors; William Graham, Edward Moreton, and William Campbell Cope, brokers; and others—all of Toronto. Capital $1,000,000, divided into 10,000 shares of $100 each.

Automotive Engineering Company, Limited. Incorporators: Louise Philippe Crepeau, K.C.; Maurice Dugas, Segfried Hinson Read Bush, and Benjamin Robinson, advocates; and others—all of Montreal. Capital $500,000, divided into 5,000 shares of $100 each. Chief place of business, Montreal.

Canadian Salines, Limited. Incorporators: William Everett Hansford, accountant; Joseph Dolson Oliver Mothersill, barrister; and others—all of Edmonton. Capital $100,000, divided into 2,000 shares of $50 each. Chief place of business, Montreal.

R. T. Scott Company, Limited. Incorporators: Albert Frederick Healy, barrister-at-law, Windsor; and others. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of business, Toronto.

Ontario.

Burrowite Explosives, Limited. Incorporators: Joseph Burrows, yeoman; William David Bruce Turville, solicitor; and others—all of Port Arthur. Capital $80,000, divided into 800 shares of $100 each. Chief place of business, Windsor.

"Nobility Chocolates" Company, Limited. Incorporators: Thomas Joseph Agar, Leo Joseph Phelan, and Daniel Patrick James Kelly, barristers-at-law; and others—all of Toronto. Capital $1,000,000, divided into 24,000 common shares of $25 each and 4,000 cumulative preference shares of $100 each. Chief place of business, St. Thomas.

Kinzinger-Bruce, Limited. Incorporators: William Henry McGuire and George Francis Rooney, barristers-at-law; and others—all of Toronto. Capital $250,000, divided into 2,500 shares of $100 each. Chief place of business, Niagara Falls.

Adams Cellboard Company, Limited. Incorporators: Harold Learoyd Steele and George McClure Willoughby, barristers-at-law; and others—all of Toronto. Capital $400,000, divided into 400,000 shares of $1 each. Chief place of business, Toronto.

Stollery-Teasdall, Limited. Incorporators: Charles Garfield French and Garnet Aikins Archibald, esquires; and others—all of Toronto. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of business, Toronto.

Copeland Flour Mills, Limited. Incorporators: Alexander Joseph Donnelly, barrister-at-law; and others—all of Midland. Capital $2,000,000, divided into 20,000 shares of $100 each. Chief place of business, Midland.

Canadian Edison Phonographs, Limited. Incorporators: Thomas Alva Edison, Charles Edison, and others—all of Orange, New Jersey. Capital $500,000, divided into 5,000 shares of $100 each. Chief place of business, St. Thomas.

Deloro Chemical Company, Limited. Incorporators: Oscar Heuman King, solicitor; and others, all of Toronto. Capital, $500,000, divided into 5,000 shares of $100 each. Chief place of business, Deloro.

Canadian Pigments and Chemicals, Limited. Incorporators: Harry Theodore Tilley and Norman Alexander Howie, gentlemen; and others—all of Toronto. Capital $150,000, divided into 1,500 shares of $100 each. Chief place of business, Toronto.

FOREIGN EXCHANGE QUOTATIONS FOR THE WEEK ENDING OCTOBER 20.

The Foreign Exchange Department of the Bank of Montreal has furnished the following statement of the nominal closing quotations for all the principal exchanges for the week ending October 20. Those for the week ending October 13 are also given for the sake of comparison.

		Parity.	Week ending October 13, 1920.	Week ending October 20, 1920.
Britain	£	$4.86	3.85	3.80
France	Fr.	.193	.072	.071
Italy	Lira	.193	.043	.041
Holland	Florin	.402	.340	.341
Belgium	Fr.	.193	.076	.076
Spain	Pes.	.193	.159	.157
Portugal	Esc.	1.08	.160	.165
Switzerland	Fr.	.193	.176	.174
Germany	Mk.	.238	.016	.016
Greece	Dr.	.193	.109	.110
Norway	Kr.	.268	.152	.151
Sweden	Kr.	.268	.217	.216
Denmark	Kr.	.268	.154	.152
Japan	Yen	.498	.563	.566
India	R.	.342	.381	.375
United States	$	1.00	1.10	1.10½
Argentina	Pes.	.965	1.08	.87
Brazil	Mil.	.546	.198	.188
Roumania	Lei.	.193	.021	.019

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "The Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa," or The Secretary of the Canadian Manufacturers' Association, Toronto, Montreal, Winnipeg, Amherst, N.S., and Vancouver, or The Secretary of the Board of Trade at Toronto, Hamilton, Kingston, Brandon, Halifax, Montreal, Quebec, St. John, Sherbrooke, Vancouver, Victoria, Winnipeg, Edmonton, Calgary, Moosejaw, Saskatoon, Sault Ste. Marie, Fort William, Port Arthur, Moncton, Regina, New Westminster, B.C., Sydney (Cape Breton), Guelph, Peterborough, Brantford, St. Mary's, Ont., Chambre de Commerce de Montreal, The London, Ont., Chamber of Commerce, The Stratford Chamber of Commerce, The Border Chamber of Commerce, Windsor, Ont., and Kitchener Manufacturers' Association.

Food Products.

2099. **Preserved food, fruit, etc.**—A firm of commission agents in Port of Spain, Trinidad, and covering the West Indies and Demerara, desire to get in touch with Canadian suppliers of preserved foods of all kinds, fruit, etc.

2100. **Fruits.**—A company in Kingston, Jamaica, wish to get into communication with Canadian exporters of all kinds of fruits.

2101. **Salted fish.**—A Fleetwood firm ask to be placed in touch with exporters of dried salted shore split fish of all kinds, also wet salted and split fish.

2102. **Agencies for foodstuffs.**—A London firm of manufacturers' agents seek the representation of Canadian packers of canned meats, salmon, lobsters, and fruits (especially gallon apples and pears), jams, maple sugar, condensed milk, etc.

2103. **Butter.**—A commission firm in St. John's, Nfld., are desirous of being put in communication with Canadian manufacturers of butter.

2104. **Live cattle and eggs.**—A correspondent in Zurich, Switzerland, desires the addresses of Canadian exporters of live cattle and also of eggs.

2105. **Flour of special dry quality.**—A Liverpool firm of West African merchants wish to purchase the above from Canada for direct shipment to West Africa.

2107. **Flour.**—One of the largest commission firms in Barbados, representing a number of English houses, are desirous of getting into touch with Canadian millers, with the object of representing them in Barbados. Best references can be given.

2108. **Butter.**—A large firm of commission agents in Barbados are desirous of getting in touch with a Canadian house supplying table butter.

2109. **Flour.**—An English commercial traveller, with branch offices in Jamaica, Trinidad, Demerara, and Barbados, from which latter place the smaller islands are covered, is desirous of representing a Canadian milling house for flour, cornmeal etc. Best references can be supplied.

2110. **Flour.**—One of the largest bakers in Berbice, British Guiana, desires to get in touch with a Canadian house supplying flour.

2111. **Apples.**—A Norwegian apple importer asks for quotations on boxed apples.

2112. **Apples.**—A Paris importer is in a position to place large orders for boxed and barrelled apples.

2113. **Apples.**—A large firm of multiple shop grocers in Paris are interested in quotations on boxes and barrels of the above.

2114. **Foodstuffs and proprietary lines.**—A firm of wholesale tea and coffee merchants, with branches in various parts of the world, wish to get into communication with Canadian manufacturers of foodstuffs and proprietary lines for their South African business.

2115. **Foodstuffs, canned.**—A firm in Jassy, Roumania, desire to receive quotations c.i.f. Roumanian port and other particulars from Canadian firms in a position to export canned foodstuffs of all kinds.

Feedstuffs and Hay.

2116. **Feedstuffs.**—A large commission house in Barbados, in good standing, are desirous of representing Canadian houses for oatmeal, oats, hay and pollard.

2117. **Hay.**—An Ormskirk firm ask to be placed in touch with exporters of the above.

Metals, Machinery, and Hardware.

2118. **Tree-felling machines.**—A London company have an inquiry for tree-felling machines and would be glad to hear from Canadian manufacturers, with catalogues.

2119. **Hardware, etc.**—A commission agent in Barbados, in good standing and representing a number of English firms, is desirous of obtaining a Canadian connection for general hardware, including such lines as valves, stop-cocks, etc., for machinery; also nails, locks, etc.

2220. **Hardware and metal goods.**—A firm of commission agents in Port of Spain, Trinidad, and having a permanent branch office in Demerara and covering the West Indies, are desirous of getting in touch with Canadian manufacturers of hardware and metal goods of all kinds.

2221. **Mining machinery.**—A reliable Johannesburg firm of engineering agents are prepared to consider the South African representation of Canadian engineering plants for machinery of all kinds, engineering specialties, mining machinery and material.

2222. **Hot-water heating stoves.**—A Devonshire firm wish to get into touch with Canadian manufacturers of hot-water heating stoves.

2223. **Rails.**—A Johannesburg firm request correspondence from Canadian manufacturers able to supply industrial rails from 16 to 35 pounds, also the 80-pound rail. Purchase of all requirements is guaranteed with agency arrangements. This firm is a good business getter, not only in the Union but in the adjoining territories and Zanzibar.

2224. **Mining material.**—A Johannesburg firm specializing in mining material requests correspondence, catalogues and price lists from Canadian engineering and manufacturing firms, except in brushware.

2225. **Engineering and machinery requisites.**—A Johannesburg firm of engineers request correspondence from Canadian engineering plants with view of agency arrangements for South Africa.

2226. **Agricultural implements.**—A Rhodesian firm of importers are prepared to purchase their requirements for agricultural implements from Canada, and request correspondence with full data.

2227. **Agricultural engines.**—A firm at Rouen, France, have a market for agricultural engines, and would like to get into touch with Canadian manufacturers.

2228. **Hardware.**—A Rhodesian firm, with branch offices at Bulawayo, Rhodesia, and Beira, Portuguese East Africa, wish to get in touch with Canadian manufacturers of hardware of all kinds. Catalogues, together with price lists, requested.

2229. **Iron and iron products.**—A firm in Jassy, Roumania, are desirous to receive quotations c.i.f. Roumanian port, as well as other particulars, from Canadian firms in a position to export iron and iron products (tools, utensils, stoves, etc.).

2230. **Steel baling wire.**—An Ormskirk firm ask to be placed in touch with exporters of Canadian grain and steel baling wire used for pressing hay and straw by steam.

2231. **Mining material.**—A Rhodesian house, with branches in several centres, make inquiry for obtaining their requirements in mining material from Canada. Correspondence with full details requested. Catalogues and price lists to be submitted if possible.

Wood Products.

2232. **Orange boxes.**—The London, England, branch of a South African bank have been requested by several of their clients in South Africa to endeavour to make arrangements for the regular supply from Canada of box shooks for orange cases, and invite quotations by cable for 10,000 to 20,000 cases according to the following specification:—

Parts.	Length.	Width.	Thickness.
3 pieces	11½″	11½″	1″
4 pieces	26″	5½″	¾″
4 pieces	26″	5¼″	¾″
2 cleats	11″	1″	½″

Wood to be the usual quality of pine or other white wood, and the cases to be made up in shooks, bound with wire. Owing to Government regulations, it is necessary that the various pieces are cut to exact size. Quotations to be c.i.f. Cape Town, and date of delivery to be stated.

2233. **Lumber and three-ply.**—A Johannesburg firm manufacturing shop and office fittings ask for quotations on Canadian clear pine, poplar, spruce, three-ply wood and wallboard. The following are the particulars: Poplar in 10,000 feet quantities, ¾-inch thick, sanded one face; in sheets 36 inches by 72 inches. Quotations for poplar in other sizes are also requested. Three-ply ¼-inch in sizes 18 inches by 18 inches or other conveniently cut, sanded one face. If possible to ship in 72 inches by 18 inches at only a little higher price this would be better. Quantity about 10,000 feet at a time. In other woods offers requested. Prices must be c.i.f. Durban, Natal, S.A.

2234. **Butter boxes.**—A Liverpool firm wish to hear from firms in a position to supply 250,000 to 300,000 butter boxes for the Irish dairy trade. Quotations, including printing, must be c.i.f. Belfast or Dublin. Delivery from February to September, 1921.

2235. **Furniture.**—A firm of manufacturers' representatives in Port of Spain, Trinidad, with a branch office in Demerara, desire to represent a Canadian house for furniture. Best references can be supplied.

2236. **Walnut wood.**—A large foreign company in Yokohama, who are suppliers to the Imperial Japanese Government, is in the market for large quantities of walnut wood to be used for aeroplane propellers, and accessories. Samples and prices are wanted immediately.

2237. **Wood wool.**—A London firm are in the market for excelsior (wood wool), and ask for names of Canadian manufacturers.

2238. **Ready-made houses.**—A South African agent for Canadian products desires to get in touch with a Canadian manufacturer of ready-made houses. Accommodation to comprise two living rooms and three, four and five bedrooms, kitchen and bath, with chimney available to diningroom, kitchen, and, if possible, one bedroom. Quotations to be f.o.b. Montreal, St. John, or Sydney, and full particulars given as to measurements, shipping weights, and life of material.

General Manufactures, Products, and Agencies.

2239. **Rubber gloves and surgical rubber goods.**—A firm in the south of England wish to obtain supplies of surgical india-rubber gloves and other surgical rubber goods, and invite catalogues and prices from Canadian manufacturers able to export.

2240. **Agencies for Pacific countries.**—A commercial salesman and buyer, with intimate knowledge of many commodities exported to and from various countries bordering the Pacific, desires communication with firms in the Dominion with a view to securing engagement either as foreign department manager in Canada or as representative in Australasia, the Orient, or South Africa for the sale of motor trucks and tractors, automobiles, tires and accessories, steel products, tools, provisions, or in fact any lines of goods manufactured in or exportable from Canada. He has existing connections with firms abroad of the highest repute, capable of continued and profitable working, and the personal knowledge and ability to obtain others. References, bank and commercial.

2241. **Paper and paper articles.**—A firm in Jassy, Roumania, desire to receive quotations c.i.f. Roumanian port and other particulars from Canadian firms in a position to export paper of all kinds and articles made thereof.

2242. **Agencies in the Near East.**—A British firm located in Constantinople, and trading in Roumania and the Near East in general, desire to act as agents for Canadian exports. This firm has extensive dealings with this market and possess a fully competent staff. They prefer to work on direct sole selling rights on a firm commission basis.

2243. **Representation in Colombia.**—Commission agent, Britisher, now located at Barranquilla, Colombia, South America, and working both Colombian and Venezuelan territory, wishes exclusive agencies for Canadian merchants and manufacturers in the countries mentioned. Special attention given to hardware and provisions. Can also handle paper, lumber, woodenware, brooms and brushes, drugs, medicines and toilet soaps, wallpaper, etc. Good connections in all Caribbean Spanish-speaking countries and special facilities for display of samples of Canadian products.

2244. **Representation in France.**—A French importer, sailing for France shortly, wishes to be placed in touch with Canadian manufacturers who would like their products introduced into France. Desires exclusive agencies, and would endeavour to arrange terms that would be satisfactory. Furnishes Canadian references.

2245. **Catalogues.**—A Cape Province firm of general merchants are anxious to obtain their requirements in the following lines from Canada; iron and steel, hardware, tools (all kinds except machine), building material, wallpaper, wrapping paper, and furniture, k.d.s. Where possible, catalogues and prices requested.

2246. **Departmental store requirements.**—A Johannesburg, South Africa, departmental store advise that they will be glad to consider correspondence, catalogues and samples where possible, with f.o.b. Canadian port prices, or preferably c.i.f., South African port prices, in any line of household hardware, men and women's ware, dry goods, smallwares, fancy goods, musical instruments, furniture k.d.s., boots and shoes, underwear and hosiery of all kinds.

2447. **Catalogues.**—A Johannesburg firm with branch houses in East London, C.P., Durban, Natal, Rhodesia, British East Africa, Portuguese East Africa, and Zanzibar, will be glad to have five copies each of catalogues, parcel and packing information and price lists f.o.b. Canadian ports on any line of Canadian manufacture

suitable for hardware trade of all kinds, including building and mining material. Representation as well as purchase will be considered.

2448. **Mining material.**—A Johannesburg firm specializing in the mining trade, and with wide connections, are prepared to purchase on agency arrangements Canadian-made picks, shovels and spades, hammers, mining hardware, building hardware, pipes and piping, mining material and machinery of all kinds. Correspondence with view of sole agency and purchase is requested with catalogues and prices.

PROPOSED SAILINGS FROM CANADIAN PORTS.*

Subject to change without notice.

From Quebec.

To Liverpool.—*Victorian,* C.P.O.S. Line, about October 26; *Empress of France,* C.P.O.S. Line, about November 3; *Empress of Britain,* C.P.O.S. Line, about November 10; *Victorian,* C.P.O.S. Line, about November 22.

From Montreal.

To Liverpool.—*Canada,* White Star-Dominion Line, about October 30; *Canadian Miller,* Canadian Government Merchant Marine, Ltd., about November 4; *Melita,* C.P.O.S. Line, about November 6; *Megantic,* White Star-Dominion Line, about November 13; *Minnedosa,* C.P.O.S. Line, about November 20.

To London.—*Corsican* C.P.O.S. Line, about October 29; *Canadian Raider,* Canadian Government Merchant Marine, Ltd., about October 30; *Scotian,* C.P.O.S. Line, about November 5; *Venasia,* Cunard Line, about November 7; *Bolingbroke,* C.P.O.S. Line, about November 9; *Mottisfont,* C.P.O.S. Line, about November 12; *Canadian Trapper,* Canadian Government Merchant Marine, about November 15; *Verentia,* Cunard Line, about November 30.

To Glasgow—*Bothwell,* C.P.O.S. Line, about October 26; *Saturnia,* Anchor-Donaldson Line, about October 30; *Canadian Carrier,* Canadian Government Merchant Marine, Ltd., about October 26; *Cabotia,* Anchor-Donaldson Line, about November 6; *Canadian Volunteer,* Canadian Government Merchant Marine, Ltd., about November 13; *Cassandra,* Anchor-Donaldson Line, about November 20; *Sicilian,* C.P.O.S. Line, about November 24.

To Southampton.—*Scandinavian,* C.P.O.S. Line, about November 13; *Grampian,* C.P.O.S. Line, about November 19.

To Avonmouth and Swansea.—*Bothwell,* C.P.O.S. Line, about October 26; *Bolingbroke,* C.P.O.S. Line, about November 9.

To Avonmouth Dock (Bristol).—*Turcoman,* Dominion Line, about October 26; *Montezuma,* C.P.O.S. Line, about November 10; *Verentia,* Cunard Line, about November 3.

To Cardiff and Swansea.—*Canadian Voyageur,* Canadian Government Merchant Marine, Ltd., about November 20.

To Manchester.—*Manchester Division,* Manchester Liners, about October 30; *Manchester Brigade,* Manchester Liners, about November 7; *Manchester Hero,* Manchester Liners, about November 14; *Manchester Mariner,* Manchester Liners, about November 21.

To Dublin.—*Ramore Head,* Head Line, about November 8.

To Belfast.—*Ramore Head,* Head Line, about November 8; *Melmore Head,* Head Line, about November 15.

To Hull.—*Rossana,* Manchester Liners, about October 26; *Mendip Range,* Manchester Liners, about November 2; *Maplemore,* Manchester Liners, about November 10.

**These sailings are not complete, but are compiled from lists of prospective sailings supplied by shipping companies.*

To Antwerp.—*Bosworth,* C.P.O.S. Line, about October 27; *Scandinavian,* C.P.O.S. Line, about November 13; *Grampian,* C.P.O.S. Line, about November 19.

To Rotterdam.—*Dunaff Head,* Head Line, about November 20.

To Hamburg.—*Dunaff Head,* Head Line, about November 20.

To Havre.—*Corsican,* C.P.O.S. Line, about October 29; *Scotian,* C.P.O.S. Line, about November 5.

To St. John's, Nfld.—*Canadian Seigneur,* Canadian Government Merchant Marine, Ltd., about November 16; *Canadian Warrior,* Canadian Government Merchant Marine, Ltd., about November 20.

To South Africa.—*Kwarra,* Elder-Dempster Line, about November 10.

To Australasian Ports (Melbourne, Sydney, Auckland, Wellington, and Dunedin).—*Karanga,* New Zealand Shipping Co., Ltd., about November 3; *Trevalgan,* New Zealand Sripping Co., Ltd., about November 15; *Tremeadow,* New Zealand Shipping Co., Ltd., about November 15.

To Montevideo, Buenos Aires and Rosario.—*Hyacinthus,* Houston Lines, about October 20; a steamer, Houston Lines, about November 15.

To Rio de Janeiro, Montevideo, and Buenos Aires.—*Canadian Observer,* Canadian Government Merchant Marine, Ltd., about November 3; *Canadian Farmer,* Canadian Government Merchant Marine, Ltd., about November 17.

To Santiago de Cuba and Kingston (Jamaica).—*Canadian Adventurer,* Canadian Government Merchant Marine, Ltd., about November 10.

To India and Far Eastern Ports.—*Honorius,* Houston Lines, about October 30; *Hypatia,* Houston Lines, about November 12.

To Karachi, Bombay, Colombo, Madras, Rangoon, Calcutta, Singapore, Batavia, and Soerabaya.—*Boyne,* Canadian Government Merchant Marine, Ltd., and British India Steam Navigation Co., Ltd., joint service, about October 30.

From Halifax.

To British West Indies.—*Chignecto,* Royal Mail Steam Packet Co., about October 29.

To London.—*Norfolk Range,* Furness, Withy & Co., about November 1.

To Manchester.—*Manchester Importer,* Furness, Withy & Co., about October 27.

To Liverpool.—*Tamaqua,* Furness, Withy & Co., about October 27.

From North Sydney.

To St. John's, Nfld.—*Sable I.,* Farquhar & Co., about October 30.

To St. Pierre-Miquelon.—*Pro-Patria,* Lacroix & Co., agents, November 3 and 17.

From Victoria.

To Yokohama, Kobe, Hong Kong, and Manila.—*Tyndareus,* Blue Funnel Line, about November 17.

From Vancouver, B.C.

To Australia and New Zealand.—*Canadian Winner,* Canadian Government Merchant Marine, Ltd., about October 30; *Niagara,* Canadian-Australasian Royal Mail Line, about November 11; *Canadian Prospector,* Canadian Government Merchant Marine, Ltd., about November 20.

To London, Liverpool, and Glasgow (via Panama Canal).—*Orator,* Harrison Direct Line, October (via Victoria).

To Yokohama, Kobe, Hong Kong, and Manila.—*Tyndareus,* Blue Funnel Line, about November 10.

To Yokohama, Kobe, Nagasaki, Shanghai, Manila, and Hong Kong.—*Empress of Asia,* C.P.O.S. Line, about October 21; *Empress of Russia,* C.P.O.S. Line, about November 18.

To Yokohama, Kobe, Nagasaki, Shanghai, and Hong Kong.—*Monteagle,* C.P.O.S. Line, about November 27.

To Shanghai, Hong Kong, and Singapore.—*Grace Dollar,* Dollar Steamship Lines, December 16.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

Argentine Republic.

R. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

Ernest Leonard McColl, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rut Goncalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

H. A. Chisholm, Canadian Government Trade Commissioner, 501 and 502, Teniente Rey 11, Havana. Casa de Corres—Apartado 1290. *Cable Address, Cantracom.*

France.

Hercule Barré, Canadian Government Trade Commissioner, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland and Belgium.

A. Stuart Bleakney, Canadian Government Trade Commissioner, c/o Chas. H. Demey, Esq., Rue Adolphe Max, Brussels. *Cable Address, Canadian.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; office 50-B Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Westminister House, Adderly street, Cape Town. *Cable Address, Cantracom.*

South Eastern Europe.

L. D. Wilgress, Canadian Government Trade Commissioner, Bucharest. *Cable Address, Care Canadian, Milan.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

G. B. Johnson, Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

W. C. Noxon, Director, Overseas Trade Branch of the Department of Trade and Commerce, 1 Regent Street, S.W. 1, Eng. *Cable Address, Canmission.*

United States.

John A. Cooper, Director Dominion Bureau of Information, 1463 Broadway, New York City.

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:
Bahia, British Consul.
Rio de Janeiro. British Consul General.

Chile:
Valparaiso, British Consul General.

Colombia:
Bogota, British Consul General.

Ecuador:
Quito, British Consul General.
Guayaquil, British Consul.

Egypt:
Alexandria, British Consul General.

France:
Havre, British Consul General.
Marseilles, British Consul General.

India:
Calcutta. Director General of Commercial Intelligence.

Italy:
Genoa, British Consul General.
Milan, British Consul.

Mexico:
Mexico, British Consul General.

Netherlands:
Amsterdam. British Consul.

Panama:
Colon, British Consul.
Panama, British Vice-Consul.

Peru:
Lima, British Vice-Consul.

Portugal:
Lisbon, British Consul.

Spain:
Barcelona, British Consul General.
Madrid, British Consul.

Sweden:
Stockholm, British Consul.

Switzerland:
Geneva, British Consul.

Uruguay:
Monte Video, British Vice-Consul.

Venezuela:
Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 248 St. James Street, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows: H.M. Trade Commissioner: Post Office Box 683, Calcutta, for correspondence: Office address, Allahabad Bank Building, 6 Royal Exchange Place, Calcutta: that of the Commissioner for the Straits Settlements is: Mr. A. F. G. Anderson, H.M. Trade Commissioner, Signapore, Straits Settlements.

LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE DEPARTMENT OF TRADE AND COMMERCE.

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report *re* Mail Subsidies and Steamship Subventions.
Canada and the British West Indies (1915). (Out of print.)
Canada The Country of the Twentieth Century (1915). (Out of print.)
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Report of the Canadian Economic Commission (Siberia), 1919.
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Russian Trade (1916).
Trade of South China (1919).
Trade with China and Japan (1914).
Timber Import Trade of Australia (1917).
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Toy Making in Canada (1916).
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

BUREAU OF STATISTICS PUBLICATIONS.

Annual Report of the Trade of Canada.
Annual Report on the Coal Trade of Canada (1918).
Annual Report on the Grain Trade of Canada.
Beet Sugar Industry (The), (1908).
Canada Year Book (The), (Annual).
Criminal Statistics (Annual).
Directory of the Chemical Industries in Canada (1919).
Monthly Bulletin of Agricultural Statistics.
Monthly Coal Statistics.
Monthly Cold Storage Statistics.
Monthly Report of the Trade of Canada.
Report of the Fifth Census of Canada:
- Vol. I. 1912, Areas and Population by Provinces, Districts and Sub-districts, with introductions, etc. (Out of print.)
- Vol. II, 1913, Religions, Origins, Birthplace, Citizenship etc.
- Vol. III, 1913, Manufactures, 1911.
- Vol. V, 1915, Forest, Fishery, Fur, etc.
- Vol. IV, 1914, Agriculture, 1911 (Out of print.)

Report on the Census of Industry, 1917:
- Part I. Agricultural Statistics.
- Part II. Dairy Factories.
- Part III. Fisheries.
- Part IV. Section I, Lumber, Lath, Shingles, etc.
- Part IV. Section II, Pulp and Paper.
- Other parts in preparation.

Report of Census of Prairie Provinces (Population and Agriculture), 1916.
Report of Conference on Vital Statistics, June, 1918.
Report of Postal Census of Manufactures, 1916.
Special Report on Foreign Born Population.

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VOL. XXIII. NOVEMBER 1, 1920 No. 874

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



Avenida Rio Branco, Rio de Janeiro.

Published by Authority of the Rt. Hon. Sir George E. Foster G.C.M.G., P.C.
(Minister of Trade and Commerce.)

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa. Monday, November 1, 1920. No. 874.

TRADE COMMISSIONER CLARKE'S VISIT TO CANADA.

Mr. W. McL. Clarke, Canadian Trade Commissioner to Italy, who has also carried on special trade investigations for the Department of Trade and Commerce in Spain, Greece, and Egypt, is now visiting Canada. Mr. Clarke expects to go to Western Canada about the middle of November, and Canadian manufacturers or exporters desiring to interview him are requested to communicate with the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

BRAZIL AS A MARKET FOR CANADIAN EXPORTS.

Trade Commissioner G. B. Johnson.

PREFATORY NOTE.

Rio de Janeiro, September 21, 1920.—Manufacturers and other producers in Canada who have in large numbers been recently showing great interest in export trade very often show a complete ignorance of Brazil or of business or other conditions in this country. It is hoped that this guide may be of assistance to intending exporters and obviate the necessity of referring to a great number of publications to get the information desired, none of which are entirely applicable to Canada. For a large amount of the statistics and general information, grateful acknowledgment is made to the British Chamber of Commerce in Brazil, Rio de Janeiro; various publications of the National City Bank of New York; *American Foreign Trade Definitions;*" and others.

I.

Necessity for Canadian Exports.

Since the end of the war manufacturers in Canada have been showing increasing interest in the possibilities of extending their trade to many parts of the world. In view of the rapid growth of manufacturing power in the Dominion during the past few years—a growth which makes it necessary when normal conditions are restored to ship abroad the surplus of manufactured products which cannot be absorbed in the country itself—this is a natural and wholesome tendency, and the pursuit of this tendency to the end of the largest possible permanent export business is one that will be of great benefit to the business itself, and of the highest importance to our country's prosperity. With the load of a debt with which Canada is burdened through her efforts in the war, and previous to the war, in her endeavour to build up a nation out of a wilderness, to a large extent by money borrowed abroad, Canada to be prosperous must in the future be a creditor nation instead of a debtor nation; she must year after year have a favourable balance of trade, an excess of exports not only to pay for imports but to pay the interest on her external debt. In no other way can the country progress.

To accomplish this result, imports, and in particular those of a luxurious character, must be reduced to a minimum, and individual and collective production speeded up to the highest pitch, and the surplus of such production which can be dispensed with at home sent abroad to the four corners of the earth.

QUESTIONS TO BE ANSWERED.

The first and fundamental question which a manufacturer should ask himself before considering the means and methods of handling an export trade is "Am I ready to export?" It is not a question whether he would like to make an occasional shipment to foreign countries; that is not really "exporting." It is a question rather of whether he is seriously in earnest in starting to develop a permanent trade of appreciable size, which would consume every year a definite part of his production, which would need to be tended as carefully as his domestic business, but which would repay him by providing a steady outlet for goods unaffected by changes in the domestic demand. Such a policy would necessarily require the same percentage of his output for the satisfaction of the needs of his overseas customers during periods of great demand at home as at other times. *A policy of continuous performance in export trade, in good times at home and bad, is essential for success.* This is the indispensable factor which cannot be over-emphasized, and yet how few manufacturers recognize this truth in their practice.

In deciding whether his business permits of a permanent export trade, the manufacturer should consider these factors:—

1. Is the productive capacity of his plant so much above the probable domestic demand that he requires a foreign outlet in order to keep the plant reasonably occupied? If not, can it be increased without danger of over-expansion?

2. Is his capital sufficient to finance such increased production, and would it be sufficient to finance increased sales operations resulting from a foreign business?

3. Is his plant so organized that an export organization could be installed either as a separate department or in conjunction with existing departments? This question refers specially to sales, credit, and shipping departments and to their files. If an export trade of any size is developed, especially if the sales are made direct to foreign buyers, a separate department will probably be necessary.

Foreign connections once made are likely to prove remarkably steady, and to be lost only if neglected. Foreign merchants are, however, primarily business men. They must receive their goods when, where, and as ordered. They expect to be able at all times to obtain the quantity and quality of goods which they have been in the habit of buying. To take care of such demands and to remove the temptation to disregard foreign trade during periods of great domestic demand, it is a good plan, an essential plan, to allot a definite proportion of the factory production to foreign trade. If this policy is carried out, it will help materially to build up a foreign business which will carry the manufacturer safely through periods of domestic depression.

4. Is he willing to treat his export business as liberally as he does his domestic trade? It is to be remembered that advertising is as essential abroad as at home, that salaries and commissions are often higher, and that foreign credits, especially under present conditions, may require easier terms than do domestic transactions.

5. Will he give the foreign firms with which he deals the same service that he gives steady customers at home? Foreigners are often more sensitive than Canadian merchants, and require a high degree of careful and permanent attention to their interests, even in the face of great demands from the domestic market.

6. Has he the patience to develop a foreign market? It is impossible to establish business firmly in a country, for instance like Brazil, within less than a year or two. He would not expect to do it in Canada. Why expect it abroad? Time is required to establish connections and develop the trade. Years may elapse before a full return on the investment is received. Other factors will try his patience—foreign business customs, foreign laws, foreign languages.

7. Finally, is he willing to study his market abroad as carefully as he studies his sales territory at home? This requires attention to the principles of foreign trade, to climatic and geographical conditions, to the characteristics and habits of the population, methods of transporting and marketing his goods, and to the trade routes, shipping lines, and sailings and arrivals of ships concerned.

If he can answer these questions affirmatively, he is now ready to consider in detail the development of an export business. If the contrary is the case, and if an export trade is desired only as a means of dumping his surplus production abroad during periods of depression at home, he should keep out of foreign trade, and leave the field to those whose serious interest will be of permanent value to our national prosperity and to their own.

CHOICE OF FOREIGN MARKETS.

Once having determined to build up an export business, the next thing is to decide in what foreign markets a manufacturer can sell his goods. Since the Armistice many of the various countries of Continental Europe, disrupted by the war, and not yet reorganized for supplying their own wants, have been a favourite focus for the eyes of Canadian manufacturers. While it is in the highest degree desirable that such markets should be cultivated, it should not be forgotten that the demands for many of the manufactures that Canada can supply, and is supplying to Europe now, are largely of an evanescent nature. These countries, many of them, are teeming with factories which in course of time will be able to take care, as before the war, of the greater part of European consumption.

The countries of the world which are undeveloped industrially and likely to remain so for many years to come, and which nevertheless maintain large or comparatively large populations, are the natural fields for permanent and lucrative business. Brazil is such a country.

Brazil and its Foreign Trade.

AREA, POPULATION AND LANGUAGE.

The area of the United States of Brazil comprises about 3,300,000 square miles, or almost half of South America, and the most fertile part of that continent. The estimated population is 25,000,000, or almost a quarter of that of the United States of North America, and this number represents about half the population of the southern continent.

It seems to be the impression in other parts of the world that Spanish is the universal language of the Latin-American States. This is not the case, Portuguese being the language of Brazil. The two languages are similar, but are by no means identical, and Portuguese is jealously guarded in Brazil.

PHYSICAL FEATURES OF THE COUNTRY.

The tropical jungle formed by the valley and tributaries of the mighty Amazon in the far north is not the paramount feature of Brazil's topography. The great central plateau, rising sharply from the Atlantic coast and extending roughly from Bahia in the north to Rio Grande do Sul in the south, some thousands of miles, gives its physical character to the country. The narrow tropical coast plain between the escarpment of this plateau and the sea is also far from typical of the country as a whole.

CLIMATE.

It is impossible to speak of the climate of Brazil in the singular. The country is so vast and its topography so varied that it has at least three zones. The tropical zone in northern Brazil comprises Amazonia, States of Maranhao, Para, Matto-Grosso, Piauhy, Parahyba and Pernambuco. The mean temperature of this section is 77° F. and the atmosphere humid. The subtropical zone includes the central part of the country and States of Sergipe, Bahia, Goyaz, Espirito Santo, Rio de Janeiro, Minas Geraes, Federal District and City of Rio de Janeiro, Matto-Grosso, and a part of Sao Paulo. The mean temperature in this zone is 75° F., cool and bracing in the

uplands, hot and humid in the river valleys, and in the summer hot and humid in the narrow coast plain. The temperature zone embraces the southern part of the State of Sao Paulo, Paraná, Santa Catharina, and Rio Grande do Sul. The mean temperature is about 63° F.

TRANSPORTATION.

Except in the tropical north, where advantage can be taken of the Amazon and its tributaries, which are navigable for thousands of miles, access to the interior is difficult, with the result that the great centres of population are on the sea coast, and



the development of the country has been largely confined to the immediate hinterland of the seaports, which are the distributing centres and natural foci of the territories immediately adjacent.

The railways of the country have followed this line of development, with their termini at seaports and spreading out over the tributary territory. The railways therefore are localized in well-defined sections and anything like a complete system for the whole country or even a through connection north and south does not at present exist, although such linking-up, interrupted by the war, is in progress. In the far interior and in the far north railways hardly exist. A glance at a railway map of the country shows at once how a railway line, leaving the seacoast terminus,

commences almost immediately to climb along a watercourse up to the plateau above, and then spreads fanlike over the tributary country. So vast is Brazil that such tributary territory is merely on the fringe of the country.

The present railway mileage of the country is about 10,000 miles. The equipment and permanent way on most lines is suffering from five years' enforced neglect due to the war, and a wholesale buying of fresh equipment is necessary. A tremendous strain on the railways was encountered during the war, owing to imports of coal ceasing and wood having to be used for fuel, and, as in other countries, great congestion due to exports of food from the interior to overseas countries.

Comprehensive plans for railways development are maturing, plans which aim in a large way at a properly unified system, and in this connection some large orders are going abroad for equipment. Such equipment is of course not made in the country.

Of the lines in existence some are owned by the Federal Government, some by the various States, and some by private companies. The Leopoldina railway, and the splendid line from Santos, the port of Sao Paulo, to the city of Sao Paulo, the capital of the great state of the same name, are examples of Brazilian railways built and operated by English companies.

COASTWISE TRANSPORTATION.

The lack of communication north and south by railways makes it necessary to depend on coasting steamers for transportation between the big towns on the coast, on or near which the greater part of the population is concentrated. The lines of shipping engaged in this coast trade are either owned by the Central Government or by Brazilian companies. Foreign companies are prohibited from engaging in such traffic.

ROADS.

There are very few good country roads in Brazil. Beginnings have been made in many of the seates, and in Sao Paulo and the south a few excellent roads exist. Generally speaking, however, country roads do not exist at all except in the form of mere trails.

DISTRIBUTION OF IMPORTED GOODS.

Imported goods are passed through the hands of large importing or commission merchants, who wholesale—and in some cases of particular commodities retail also—in the cities, and wholesale to the country districts. Goods reach the country consumer through the medium of the general store, which stocks all types of articles needed in the country.

Because of the thousands of miles of coast-line, and the want of interior communications, six distinct business districts are in existence in Brazil. Each district has for its commercial centre a primary seaport, at which most ocean vessels touch. The large importing and exporting firms and banks, foreign and domestic, which supply the funds for trade, are located there. This division of the foreign trade of a country among a number of ports is in striking contrast to the foreign trade of Argentina, which is in one big centre, Buenos Aires. The region tributary to the primary seaports has usually a number of interior distributing centres along railways or rivers where smaller wholesalers are located. In general, business facilities away from the seaports, except Sao Paulo, are primitive. In the interior the wholesalers, and merchants also, accept deposits, make collections, and act as correspondents of banks.

The use of bank cheques in the interior is hardly known, and even in the big cities on the coast payments by this means are not general, actual money being used. Consequently, and because of an inelastic national currency system, there is an annual shortage of cash when crops are moving from the interior.

As mentioned above no one of the great ports has a monopoly of the import business as has Buenos Aires in Argentina. Rio de Janeiro, however, being the capital of the country and in a central location, is by far the most important import centre. Sao Paulo with its seaport Santos is second in importance, receiving about one-third less than Rio, but three times that of any other port.

The operations of Rio and Sao Paulo merchants extend all over Brazil. They buy from abroad in large quantities, and being situated in the chief financial centres are better able to take advantage of favourable exchange rates. Foreign exchange is extremely important in Brazil. Because of the wide fluctuations of domestic currency considerable risk is involved in all dealings with foreign markets. This is strikingly in evidence at the present time, Brazilian exchange having descended within the last few weeks to the lowest point it has ever reached with reference to the dollar, a difference of about 25 per cent in the past month, and over 40 per cent in six months, with no indication of a halt in the decline.

Merchants of other primary ports other than Rio and Sao Paulo buy also abroad, but in smaller quantities, a considerable quantity of their purchases being through Rio and Sao Paulo, who take the exchange risk and quote prices to their customers in Brazil in Brazilian currency.

The primary seaports more or less independent of Rio and São Paulo, and who serve their tributary territory, are Pernambuco, Bahia, Pará, and Porto Alegre. Several other ports have intermittent connections with foreign markets, but their business is small, and banking facilities limited. They are Manaus, a thousand miles up the Amazon, Fortaleza, Maranhao, Sao Francisco, Pelotas and Florianopolis.

The following table shows the relative volume of direct import trade which passes through the primary ports of Brazil. The table indicates also the relative buying power of the six business regions, though the smaller ports are larger absorbers of imported goods than the figures indicate. About 30 per cent of the merchandise shipped to Rio is redistributed north and south along the coast. Sao Paulo imports are also reshipped to some extent, but distribution from that centre is chiefly into the interior:—

Value of imports in percentage of total.

	1913	1918	1919
Rio de Janeiro	38%	46%	43%
Sao Paulo (Santos)	27	26	28
Pernambuco	5	7	7
Bahia	5	4	4
Porto Alegre	3	3	3
Pará	4	4	2
Smaller ports	18	12	13

As exporters the following ports are of importance in the order named: Sao Paulo (Santos), Rio de Janeiro, Bahia, Pernambuco, Pará, Porto Alegre, Rio and Santos together export 55 to 60 per cent in value of all the country's exports. In some years Sao Paulo exports are in value nearly double those of Rio, owing to high coffee prices.

CONNECTING LINKS.

In the cities of Rio de Janeiro and Sao Paulo are located the principal firms who form the almost indispensable connecting link between the foreign manufacturers and the native customers, the customer being a wholesaler or retail merchant either in these ports, in the smaller ports or in the interior.

Such links may be branch offices of foreign manufacturers, which are increasing in number, branches of large commission houses, who frequently combine import, export, representation and commission business, local commission houses with or without foreign offices who have exclusive rights in some lines and may do an export business, or local individuals or firms with small capital who have rights for a part of Brazil on behalf of the foreign manufacturer.

The extent of territory given by foreign manufacturers to local houses naturally depends on the area covered by such firms.

Some foreign exporters secure orders in Brazil without permanent representation, using their own travelling salesmen. In such cases business is confined to the large seaports.

BUYERS.

Most of the direct sales are made to the importing jobbers of the big seaports, though in some lines they are made to large retailers. The practice of selling direct to merchants in the interior is undeveloped. The difficulties of doing so are great. Interior merchants are often averse to accepting drafts, and payments are slow.

DOCUMENTS.

When shipments are made direct to the importer, documents are usually sent to the bank for delivery against acceptance. European exporters who have been trading in the market for many years send the documents direct to good Brazilian firms. The draft is then accepted after goods are removed from the custom house and examined. This method of sending documents direct to importers was universal before the war. During the war and since, it has been the American practice to send the documents to the bank, and this lack of trust has aroused much dissatisfaction among importers, who are not accustomed to it. In the event of bank credits being established in Brazil the banks release the documents at their own discretion, depending on the standing of the importer.

HIGH STANDING OF BRITISH FIRMS IN BRAZIL.

Trade Commissioner G. B. Johnson.

Rio de Janeiro, Brazil, September 24, 1920.—In view of statements I have frequently made in different reports to the Department, emphasizing the important position that British firms in Brazil occupy—as import merchants, import commission houses, or combining both a merchandising and commission business as is usually the case—in the import trade of the country, and that business in Brazil can hardly be done except by making the necessary arrangements with such, or similar, a connecting link between the Canadian manufacturer and the Brazil market, it is interesting to read a confirmation of this view by Mr. E. Hamblock, Commercial Secretary to H. M. Embassy at Rio, in his report on Brazil in 1919. He says:—

"The articles which Brazil imports from the United Kingdom cover a very wide range. The importance of the British merchant and commission houses in Brazil in creating and developing that trade has been considerable, and although there seems to be a certain current of feeling which, perhaps, is not shared by manufacturers at home, that direct trade can and should be done without the aid of commission houses, it seems nevertheless that British trade with Brazil cannot be adequately dealt with and increased except with established firms on the spot. On the other hand, there is undoubtedly plenty of room for new British firms in Brazil, especially firms with technical men on their staff, i.e., engineers and chemists. To supply the evident need for technical men should undoubtedly be the concern of the manufacturer, while the local agent or firm should supply the indispensable local knowledge. The British enjoy a far higher commercial reputation than any other foreign people in the country, far higher, in fact, than many British subjects realize; and if use could be made of this well-deserved reputation, by adopting sound commercial traditions to the rapidly developing commercial needs and progress of the country, by 'speeding up' and by making use of modern methods of advertising, etc., British trade to Brazil would soon occupy the first place which it enjoyed for so many years."

When Canadian manufacturers are unable to arrange for direct representation by Canadians in Brazil, it is well so far as possible, to work through British houses in Brazil, and in any case Canadian firms should endeavour to follow the British precedents which have established for British firms such a high reputation for integrity and reliability.

ANNUAL REPORT OF THE PORT OF LONDON.

Trade Commissioner Harrison Watson.

London, October 5, 1920—The principal features of the eleventh annual report of the Port of London Authority, which covers the twelve months ended March 31, 1920, are the continuation during 1919 of a return to pre-war conditions, and the gradual overcoming of the congestion which so seriously interefered with transportation.

TRADE OF THE PORT DURING THE YEAR.

The total net tonnage of vessels which arrived and departed with cargoes and in ballast from and to foreign countries and British possessions and coastwise, during the years ended December 31, 1913-1919 was as follows:—

1913.	1914.	1915.	1916.	1917.	1918.	1919.
40,082,282	37,154,133	30,890,531	24,976,437	18,053,002	14,564,008	26,335,191

The totals for the years 1914 to 1918 do not include the tonnage of many of the vessels engaged on Government service in connection with the war.

The net register and deck cargo tonnage of shipping which entered and left the Port of London and paid river tonnage dues during the twelve months ended March 31, 1920 and 1919 respectively, was as follows:—

	1920.		1919.		Percentage Increase.
Foreign—					
Inwards	9,538,454		5,764,641		65.5
Outwards	5,686,333		3,905,679		45.6
		15,224,787		9,670,320	57.4
Coastwise—					
Inwards	4,347,862		2,650,408		64.0
Outwards	1,326,928		889,874		49.1
		5,674,790		3,540,282	60.3
		20,899,577		13,210,602	58.2

The net increase was therefore 7,688,975 tons, of which 5,554,467 tons were in the foreign and 2,134,508 tons in the coastwise trades.

It is also stated that of the tonnage included in the above 63 per cent used the wet docks of the Authority compared with 61.7 per cent, in the twelve months preceding, and 60.3 per cent, average for the years 1912-14.

Similarly the shipping entering the dry docks of the Authority aggregated 2,330,656 tons gross against 1,810,294 tons in 1919.

VALUE OF IMPORTS AND EXPORTS OF CHIEF UNITED KINGDOM PORTS.

The values of the total imports and exports (excluding coastwise goods) of the United Kingdom, and six principal ports, for the year ended December 31, 1919, were as follows:—

	1919.	1918.	Percentage Increase.
United Kingdom	£2,589,540,889	£1,848,514,981	40.1
London (including Queensborough)	819,875,330	541,909,302	51.3
Liverpool	827,986,112	682,997,552	21.2
Hull	148,023,115	90,398,722	63.7
Manchester (including Runcorn)	146,890,745	107,082,759	37.2
Southampton	41,046,404	39,715,812	3.4
Glasgow	110,248,762	96,536,848	14.2

QUANTITY OF LONDON TRADE.

During the twelve months ended March 31, 1920, the Authority landed or received 2,699,181 tons of import goods for warehousing or for immediate delivery, an increase of 446,364 tons, or 19.8 per cent, as compared with the tonnage dealt with during the previous twelve months.

STOCKS.

The stocks at the end of March, 1920, in the warehouses directly controlled by the Authority amounted to 784,608 tons, as compared with 705,323 tons at the corresponding date in 1919, an increase of 79,285 tons. The average tonnage of stocks in warehouse at the end of each month was above that of the previous year by 61,716 tons.

STEPS TAKEN TO OVERCOME CONGESTION.

During the war and after the Armistice, extreme congestion has frequently developed throughout the whole of the country in connection with all storage and movement of goods.

A reason was that shipments under forward contracts for certain articles, such as tea, wool and meat were made wholly without regard to the rate at which they were able to pass into consumption, and created an unprecedented demand for storage space in the Authority's warehouses and premises.

To meet this the Authority has provided an area in the aggregate of two and one-half million square feet of additional storage space. Of this about 800,000 square feet were undertaken during the year under review.

Distribution has been greatly hampered since August, 1914, by the shortage of railway trucks, barges and road wagons, so in October, 1919—the height of the congestion period—the Government adopted an emergency scheme whereby Government motor lorries were employed to supplement the railways and road service.

The Authority took an active part in the management of this scheme as far as it affected London, and arrangements for the parking of the lorries within the dock areas. Some measure of relief was obtained, but the method of transit proved costly.

Further aid was rendered by additions to the goods rolling stock of the Authority, thus liberating railway wagons.

Reference is also made to various services rendered to the Government by the Authority.

NEW WORKS AND IMPROVEMENTS.

The report contains full particulars of improvements effected during the year, in which nearly all the docks appear to have participated.

These include a number of additions towards the betterment of the West India docks, an increase in the storage accommodation at Millwall, the erection of two sheds at the Surrey Commercial (which is of special interest to Canada); and important addition to the works on the south side of the Royal Victoria dock. At the Royal Albert dock, the new cold stores have been finished, and are temporarily housing 250,000 carcases for the Ministry of Food.

RESUMPTION OF EGG PRICES CONTROL IN THE UNITED KINGDOM.

Trade Commissioner Harrison Watson, in London, England, cabled as follows under date of October 26: "Controlled egg prices resumed. Fresh maximum wholesale five shillings four pence. Retail six shillings."

PRICE OF FLOUR AND BREAD IN THE UNITED KINGDOM.

The British Food Controller announced on October 5 that after October 17 the retail prices of bread and flour would be decontrolled. In order that the bread subsidy should not exceed the sum of $45,000,000 sanctioned by Parliament, the wholesale price of government flour was increased by 22s 6d per sack of 280 pounds on September 19 last, but in order to give the public the benefit of the stocks in the hands of bakers and retailers, which they purchased at the lower price, the control of the retail prices of bread and flour was temporarily re-imposed. This control ceased on October 17, by which date it was anticipated that the cheaper priced stocks in the hands of the bakers and retailers would have been exhausted.

This increase of 22s. 6d. per sack is, as stated by the Chancellor of the Exchequer in the House of Commons in August last, equivalent to an increase of 3d. in the 4-pound loaf or 1½d. per 2-pound loaf. As the price on October 5 ruling in London and other important centres in the country was 1s. per 4-pound loaf, the public were warned that on and after the 17th a reasonable price would be 1s. 3d., the extra charges for delivery to be added.

DISAPPOINTING HARVEST IN ENGLAND AND WALES.

Trade Commissioner Harrison Watson.

London, October 14, 1920.—It seems probable that the somewhat optimistic tone adopted by the Ministry of Agriculture in its crop report for England and Wales dated October 1, is based upon the expectation that the brilliant conditions which have since prevailed must greatly benefit crops which were in the course of being gathered, or were about to be harvested.

In any case the view taken is much more favourable than reports which come from several other sources, and according to which, outside of the east and southeast of England, where yields have been quite good, the crops generally have been extremely disappointing and quite failed to realize the hopeful prospects of the early summer.

Reference has previously been made to the long spell of wet weather which did so much damage, and throughout the temperature has been much below the average and sun woefully lacking.

To revert, however, to the official report, it is stated that September was, upon the whole, a favourable month, being generally fairly dry, and that the cereal harvest proceeded without serious delay, while good progress was made with autumn cultivation in the earlier districts.

Wheat was late in all parts of the country, but only a small proportion of the crops in England and Wales was still in the fields at the end of the month.

While all crops ripened slowly, this was the case especially with barley, large quantities of which have not yet been carted, while some remains to be cut.

Similar conditions also affected oats in Wales and other districts, but crops up to the present are stated to have been secured in a fairly satisfactory condition.

Potato-lifting is backward except in Lincolnshire and the south, where good progress has been made. Unfavourable conditions and disease have prevailed in many parts, and it is now expected that the yield of potatoes per acre will be from 5 to 10 per cent below average.

September helped root crops, but the yield over the whole country will be also below the average.

Autumn cultivation is backward, owing to the late harvest, and little has been done except in the east and south, where good progress was made during the latter half of September.

Grass has grown well during September and pastures are full of sheep.

Cattle are healthy and thriving and sheep have done well, although the latter are in some districts suffering from foot rot to a greater extent than usual.

The supply of agricultural labour is sufficient for requirements in practically all districts, and there is at present very little unemployment among agricultural workers.

In view of the conflicting statements which are being expressed, the actual yields of the various crops will be awaited with interest, but it seems safe to predict that while results will be very uneven, the harvest of 1920 generally must be a far from satisfactory one.

MARKET FOR PINE DOORS IN THE MANCHESTER DISTRICT.

Trade Commissioner J. E. Ray.

Manchester, October 14, 1920.—Although the erection of houses under government and municipal schemes is not proceeding at a rapid pace, there cannot fail to be a big demand during the next few years for structural timbers, window frames and doors. It is therefore considered an opportune time to draw attention to the market for pine doors in particular. The statistics relating to British imports of doors are not quoted in the Board of Trade returns, but are included in the item embracing house frames, fittings and joiners' work. As practically all building operations were at a standstill during the closing years of the war, there was a marked decline in the volume of imports, a fall from $760,000 in 1914 to $19,000 in 1918, the latest year for which statistics are available. Imports from Canada in the former year were valued at $41,790, but they fell to nil in 1917 and 1918.

SIZES IN GENERAL DEMAND.

It is learned that the following sizes of pine doors are in general demand:—

6 ft. 4 in. x 2 ft. 4 in. x 1¼ in. square 2 sides, four panels.
6 ft. 6 in. x 2 ft. 6 in. x 1¼ in. " " "
6 ft. 4 in. x 2 ft. 4 in. x 1½ in. " " "
6 ft. 6 in. x 2 ft. 6 in. x 1½ in. " " "
6 ft. 8 in. x 2 ft. 8 in. x 1½ in. " " "
6 ft. 4 in. x 2 ft. 4 in. x 1½ in. moulded 2 sides, four panels.
6 ft. 6 in. x 2 ft. 6 in. x 1¼ in. " " "
6 ft. 4 in. x 2 ft. 4 in. x 1½ in. " " "
6 ft. 6 in. x 2 ft. 6 in. x 1½ in. " " "
6 ft. 4 in. x 2 ft. 4 in. x 1¼ in. moulded 1 side, four panels.
6 ft. 6 in. x 2 ft. 6 in. x 1¼ in. " " "

COMPETITION WITH SWEDEN.

In pre-war days, competition with Sweden was keen, so keen in fact that the Swedish manufacturers feared no rival in the production of doors for use in the construction of low-priced houses. Where quality was a consideration as well as cheapness, she could not always outbid her competitors. Further, Sweden naturally enjoyed the advantage of proximity to the British market. At present, of course, Canadian manufacturers are seriously handicapped by the adverse rate of exchange, and it will only be possible for them to obtain orders in the United Kingdom by quoting on the very lowest margin of profit.

It may be stated that the half dozen doors exhibited in this office have been inspected by the leading Manchester importers, who expressed admiration of the quality and finish, but they were very dubious regarding the ability of the makers to land them in Manchester at competitive prices. However, if Canadian firms will forward particulars of the doors they may have to offer, and c.i.f. prices, the same will be placed before interested importers for their consideration.

APPLE PRICES IN ENGLAND.

The following cables have been received from Mr. J. Forsyth Smith, Fruit Trade Commissioner, Liverpool:—

Liverpool, October 26: Ex ss. *Sachem*, tights: Kings No. 1 46s. to 49s., Domestic 27s., No. 3 29s. 6d., Blenheim No. 1 40s. to 41s., No. 2 36s. to 37s., Domestic 31s. 6d., No. 3 27s. 6d., Stark No. 1 36s., mixed varieties No. 1 32s.; slacks: Blenheim No. 1 36s. to 37s., No. 2 34s., Domestic 31s., No. 3 27s. 6d. Ex ss. *Megantic*, Ontario apples, tights: King No. 1 55s, Domestic 46s., Fallawater No. 1 46s., Twenty Ounce No. 1 42s., Pewaukee No. 1 35s., Stark No. 1 45s., mixed varieties No. 1 45s., No. 2 33s. to 42s.; boxes, Snows, No. 1 23s. 6d.

Manchester, October 26: 8,036 barrels Nova Scotian apples ex ss. *Manchester Mariner*, tights: Blenheim No. 1 34s. to 42s., No. 2 30s. to 39s., Domestic 30s., No. 3 29s., King No. 1 47s. to 52s., Domestic 46s., Fallawater No. 1 46s., Domestic 43s., Stark No. 1 40s., Ontario No. 1 39s. 6d.; slacks: Blenheim No. 1 30s. to 39s., No. 2 28s. to 34s., Domestic 32s. to 34s., No. 3 23s. to 30s., King No. 1 44s., Domestic 38s. to 39s., Ribston No. 1 34s. to 38s., Domestic 29s. to 30s., No. 3 20s. to 27s.

Liverpool, October 27: Ontario apples ex ss. *Minnedosa*: Snow No. 1 74s., No. 2 60s., mixed varieties No. 1 and 2 45s. Ontario apples ex ss. *Megantic*, tights: King No. 1 60s., No. 2 53s. to 55s., Golden Russet No. 2 76s., Baldwin No. 1 61s., No. 2 53s. to 56s., Greening No. 1 56s. to 61s., No. 2 50s. to 55s., Cranberry No. 1 58s., No. 2 53s., Pewaukee No. 2 45s., Hubbardston No. 1 50s., Blenheim No. 1 54s., No. 2 50s., Tolman No. 1 48s., No. 2 43s., No. 3 35s., Snow No. 1 74s., No. 2 55s., Jonathan No. 1 and 2 67s. Scotians ex ss. *Sachem*, tights: Blenheim No. 1 40s. to 43s., No. 2 38s. to 40s., Domestic 37s., No. 3 32s., King No. 1 46s. to 50s., No. 2 41s. to 48s., Domestic 35s., to 41s., No. 3 30s. 6d., Jonathan No. 1 44s., Ribston No. 1 40s., No. 2 37s.; slacks: Blenheim No. 1 37s. to 40s., No. 2 36s. to 39s., King No. 1 35s. to 46s., No. 2 42s., Domestic 29s. to 33s., No. 3 27s., Ribston No. 1 36s., No. 2 33s., No. 3 29s. to 32s. American Keiffer pears 61s. to 75s. per barrel, Clairgeau 110s.

JAVA MARKETS DEMORALIZED.

A cablegram from Trade Commissioner John A. Fowler, dated at Batavia, Java, October 13, 1920, and published in the *United States Commerce Reports*, indicates that the general financial depression has involved that country, and the markets are consequently demoralized to such an extent that failures are expected. It is therefore advisable that for the time being particular caution should be exercised in negotiating documentary drafts based upon shipments of expensive luxuries and motor cars unless credit has been opened in Java to cover the transaction.

SURPLUS OF CANNED MEATS.

(The World's Markets.)

The surplus supplies of canned meats, held in the various countries that took part in the war, are having a detrimental effect upon demand for this commodity, particularly in Australia and South America. Due to the lack of demand on the part of producers in the United States as well as in the United Kingdom, some of the producers of canned meats in Australia have been compelled to shut down. Now that prices are coming down to a much lower level, a demand may manifest itself, enabling the producers of canned meats to work again on a normal basis. It is expected that packers in the United States will not be in a position to produce as large quantities of canned meats as previously, nor will they be able to produce at competitive prices.

TRADE AND FISCAL NOTES FROM AUSTRALIA.

Canadian Trade Commissioner D. H. Ross.

Enormous Australian Wool Transactions.

Melbourne, September 20, 1920.—The report of the Commonwealth Central Wool Committee, Melbourne, recently tabled in Parliament, contains some interesting figures in relation to the magnitude of the transactions of the Committee since the inception of the wool-pooling scheme in November, 1916, and which terminated on June 30, 1920.

It is shown that the total credits received by the Central Wool Committee on account of wool, sheep skins, charges, etc., up to June 30, 1920, amounted to the huge sum of £173,896,059, which approximately amounts to half the existing public debt of the Commonwealth.

The total quantity of wool appraised under the control of the Committee was 7,127,090 bales, representing 2,274,164,123 pounds of the value of £159,896,397.

During the control period Australian woollen manufacturers purchased 55,623,294 pounds with an appraised value of £3,312,966. The flat rate value of this wool works out at £3,454,695, which represents a buying advantage of £141,728 derived by the local woollen mills under the Imperial Government wool purchase scheme. In addition the Australian manufacturers had priority of selection of all wools appraised.

The consignment of sheep skins from all states which were landed by the Committee during the period under review aggregated a total of 17,291,279 skins, of an appraised value of £5,280,088. Since the commencement of the Imperial Government purchase scheme 5,662,750 bales of wool have been shipped from Australia to the United Kingdom and other countries, while at June 30, 1920, there were 1,161,823 bales of wool awaiting shipment from Australia for which the British Government has paid to Australian wool growers the sum of £25,075,000. The wool remaining unshipped represents a considerable quantity of the 1918-19 and 1919-20 clips with a very small proportion of the 1916-17 clips.

The progress of the scouring industry in Australia since the inception of the wool scheme is reported by the Committee to have been satisfactory. The number of plants operating in the Commonwealth in 1916 was 39, with a capacity of treating 7,220 bales of wool per week. The number of plants now in existence is 59, capable of treating 11,180 bales per week.

The report further states that the administrative charges incurred in connection with the wool scheme are set down as .749 per cent of the wool credits for all seasons, averaging out at 41.7 pence (84 cents) per bale of wool. It may be stated, however, that members of the Central Wool Committee (as well as the various committees) have acted throughout in a purely honorary capacity.

The Central Wool Committee ceased its functions on June 30, 1920, so far as new wools are concerned, and the pre-war system of public auction sales in the various producing states is being revived. The first auction sale (following the cessation of Government control) will commence at Adelaide on October 1, and thereafter at Melbourne, Sydney and Brisbane, and for that month 100,000 bales of fine combacks and merinos are being catalogued for public competition.

Commonwealth Government Line of Steamers.

In a statement recently tabled in the Australian Parliament by the Government it was explained that the object in establishing the Commonwealth line of steamers was to provide for the transportation of Australian produce to the markets of the world. The primary object was not profits, but rather to prevent Australia being isolated through the world's shipping disruption brought about by the war.

The Commonwealth Shipping Line now operates 18 vessels (aggregate tonnage 65,951 tons), 16 requisitioned ex-German steamers (aggregate tonnage 77,746 tons), and five wooden steamers (aggregate tonnage 14,901 tons). The fleet comprises 39 steamers aggregating 158,498 tons.

In all six steamers of about 5,000 tons dead-weight capacity have been built in Australia and are being operated as part of the Government Merchant Marine. An extensive shipbuilding scheme is also being carried out, which will result in considerable additions to the fleet. Five large steel vessels, each of 12,800 tons, are on order in England, and six similar vessels will be constructed in Australia, provided a satisfactory agreement is completed with the unions connected with shipbuilding. There are now some ten steamers of the shelter deck type under construction in various parts of the Commonwealth, as well as six steamers of another type.

The gross earnings of the line during the financial year ended June 30, 1919, were £2,487,627, and the gross expenditure for the same period was £1,327,592, the net profit for the year being £1,160,035. The profit earned from the inception of the line up to June 30, 1919, amounted to £2,063,534. Allowing for depreciation, the capital value of the fleet at the close of the financial year, 1918-19, was £1,338,759.

The net profits for the year 1919-20 are estimated at £220,000, the marked decrease being due to the extended maritime strike on Australian coast in that period, which practically rendered the whole fleet idle from two to four months.

It is claimd by the Commonwealth Government that the line has had to face the strongest competition of the British shipping combine, but has, notwithstanding, received a fair share of support. It is not the intention of the Commonwealth Government at the present time to undertake the carriage of mails between Australia and Great Britain for the reason, it is officially stated, that the vessels which are at present owned and being built by the Commonwealth Government are essentially cargo steamers, and are unsuitable, both as regards speed and accommodation, for mail steamers.

Sale of Surplus Australian Butter to Great Britain.

On August 19 last this office reported the official announcement of the Commonwealth Minister for Trade and Customs that a new contract for the sale of surplus Australian butter to the Imperial authorities had been completed. The price then fixed was £12 ($58.40) per cwt. (112 pounds) for 90 point butter with 1s. (24 cents) per cwt. less or more than that amount for each point under or over 90 up to 95, with the usual allowance of 3s. (73 cents) made for unsalted butter.

It has since been officially announced that the above price of £12 per cwt. has been increased to £13 14s. ($66.67), an increase of $1 14s. ($8.27) for butter of 90 points with an increase of 1s. 6d. (36 cents) a cwt. for each additional point up to 94 and 1s. 6d. (36 cents) less for each point below 90. Other conditions of the contract are unchanged, and the period covered by the contract is from August 1, 1920, to March 31, 1921. The reason for the increase in price is understood to be the desire of the British authorities to encourage butter production within the Empire.

Amendment to 1920 (effective March 25) Tariff.

In the Budget Speech delivered by the Treasurer in the Parliament of the Commonwealth on September 16, some amendments were made to the customs and excise duties in the new tariff which became operative on September 17.

The alterations are chiefly in the duties upon spirits, ale, beverages and tobacco and manufactures thereof, which in each instance show advanced duties. Copies of the amendments are being forwarded to the Department of Trade and Commerce, Ottawa. The long anticipated debate upon the tariff, which came into force on March 25, 1920, has not yet commenced, but obviously the duties are being collected subject to the ultimate ratification of the schedules by Parliament.

REVIEW OF AUSTRALIAN TRADE IN 1918-19.

Trade Commissioner D. H. Ross.

IV.

IMPORTS OF MACHINERY, METAL MANUFACTURES, HARDWARE, ETC., FROM CANADA.

The annexed schedule, covering lines of metal and other manufacture imported from Canada into Australia in 1917-18 and 1918-19, is submitted for the information of manufacturers and exporters. In practically all the items considerable increases are shown. The schedule illustrates the variety in the output of Canadian industries engaged in the manufacture of machinery, electrical goods and metal work.

A comparative statement of the importations from Canada for the two fiscal years, showing increases and decreases, is appended thus:—

	1917-18 Value.	1918-19 Value.	+ Increase. − Decrease.
Elevators (pneumatic)	£ 914	£ 1,541	+ £ 627
Printing machines (linotype)	792	1,211	+ 419
Sewing machines	.....	11	+ 11
Typewriters	219	348	+ 129
Machines and machinery, n.e.i.	1,449	3,430	+ 1,981
Weighing machines, etc., n.e.i.	67	42	− 25
Machine tools	395	1,260	+ 865
Screws	123	7,040	+ 6,917
Tools of trade	4,149	7,800	+ 3,651
Motive power machinery, n.e.i.	4,727	5,930	+ 1,203
Electrical machinery, fans, etc.	1,374	2,404	+ 1,030
Electrical articles and materials	1,211	49,379	+ 48,168
Electrical and gas appliances	1,225	1,561	+ 336
Metal manufactures, n.e.i.	9,906	15,842	+ 5,936
Bolts and nuts	3,622	5,839	+ 2,217
Wire nails, brads, etc.	9,999	12,542	+ 2,543
Axes and springs	1,120	3,153	+ 2,033
Brass and metal work	516	983	+ 467
Chain metal	.....	2,175	+ 2,175
Lamps and lampware	5,016	8,592	+ 3,576
Cutlery	9,625	14,681	+ 5,056
Stones, lithographic, oil, emery, etc.	335	744	+ 409
Iron and steel, bar, rod, etc.	17,511	44,610	+ 27,099
Iron and steel girders, etc.	5,048	2,005	− 3,043
Iron and steel plate and sheet	7,405	7,004	− 401
Malleable iron castings	2,431	6,556	+ 4,125
Pipes and tubes (copper)	.....	2,009	+ 2,009
Copper plate and sheet	.....	1,472	+ 1,472
Water bore casing tubes	4,506	7,411	+ 2,905
Wrought iron tubes, etc.	33,154	126,866	+ 93,712
Wire, iron and steel	40,024	80,761	+ 40,734
Wire, n.e.i. also woven	647	3,716	+ 3,069
Wire, copper	6,787	4,288	− 2,499

IMPORTATION OF ENGINES AND LOCOMOTIVES.

The engine trade in Australia is divided under three general headings: steam, oil and gasolene engines. The imports of engines in the two years from all countries, according to classification, are shown thus:

	1917-18	1918-19	Increase.
Gas and oil	£100,269	£141,202	£40,933
Portable and traction	13,334	49,090	35,756
Locomotive and parts	10,457	31,720	21,263
	£124,060	£222,012	£97,952

The United Kingdom in 1918-19 supplied gas and oil engines valued at £24,608, portable and traction £2,058, and locomotives £26,411, aggregating £53,077 of the total

trade. In the same year, imports from the United States were gas and oil engines £106,003, portable and traction £45,301 and locomotives and parts £5,279, aggregating £156,583. Of the entire trade Canada is credited with gas and oil engines £9,764, and portable and traction £1,731, aggregating a total value of £11,495.

IMPORTS OF PAPER.

Aggregating the imports of paper of all kinds—including printing, wall and wrapping paper—paper board, stationery and stationers' supplies, the extent of the importations into the Commonwealth is shown in the following schedule:—

	1917-18.	1918-19.	Increase.
Total imports	£3,003,538	£5,543,880	£2,540,342

Eliminating the item of printing paper, which is dealt with under a separate heading, the other lines of paper, boards, stationery, etc., imported from Canada in 1917-18 and 1918-19 are shown thus:—

	1917-18.	1918-19.	+ Increase. —Decrease.
Paper, advertising	£774	£616	— £158
cardboard, etc.	—	224	+ 224
cartridge	—	595	+ 595
millboard, etc.	4,501	3,057	— 1,444
wall	3,942	23,158	+ 19,216
wrapping	55,505	98,559	+ 43,054
writing	260	47,883	+ 47,623
emery	—	15	+ 15
other	1,304	17,692	+ 16,388
billheads, etc.	—	74	+ 74
books, etc.	24	64	+ 40
playing cards, etc.	137	—	— 137
	£66,447	£191,937	+ £125,490

As in some other classifications, the values credited to Canada are less than the actual trade accomplished. The attention of Canadian manufacturers is directed to the appended detailed schedules, which give particulars of Australian imports of paper from all countries during the years 1917-18 and 1918-19.

AUSTRALIAN PRINTING PAPER REQUIREMENTS.

The total value of printing paper imported into Australia in 1918-19 was £1,888,542, showing an increase of £814,540.

The increase in the value of the imports from Canada was £188,738, but the total of £548,380 was the largest yet recorded from the Dominion. The imports from the United States were £811,113, showing an increase of £537,591 as compared with 1917-18. The imports from Norway also increased in value, while those from the United Kingdom and Sweden were less. The bulk of the printing paper from Canada was newsprint.

The imports under this classification are not entirely attributable to newsprint—reels and flat—as other classes of paper, such as machine-finished and lithographic paper, share largely in the values.

The trend of the trade in recent years is disclosed in the comparative statement appended showing the country of origin and value of the imports:—

Imports of printing paper.	1916-17.	1917-18.	1918-19.
United Kingdom	£534,551	£ 61,953	£ 59,169
Canada	267,970	359,642	548,380
Newfoundland	11,021	19,837	46,848
Netherlands	4,464	100	—
Norway	464,990	170,039	295,285
Sweden	212,844	173,912	118,577
United States	308,863	273,522	811,113
Japan	5,767	14,811	9,170
Other foreign	471	186	—
	£1,810,941	£1,074,002	£1,888,542

The relative importance of each Australian state, as a market for printing paper, is outlined in the following schedule denoting the value imported in 1917-18 and 1918-19:—

State.	1917-18. Value.	1918-19. Value.
New South Wales	£477,082	£901,377
Victoria	386,597	747,293
Queensland	76,322	112,773
South Australia	75,680	80,851
Western Australia	45,121	39,780
Tasmania	13,100	6,248
Northern Territory	100	220
	£1,074,002	£1,888,542

Parchment Wrapping Paper.

True vegetable parchment paper to the value of £68,860 (as compared with £33,493 in the previous year) was imported into Australia in 1918-19, besides which ordinary parchment paper to the value of £2,222 is also credited in the trade returns.

Practically all the true vegetable parchment came from the United States and the bulk of the ordinary parchment was from the United Kingdom. The associated co-operative butter factories in Australia and New Zealand usually combine for the purchase of their requirements from year to year. When the quality of the parchment has been proved by previous shipments, minimum orders for 50 tons in one shipment are given by the butter companies.

The export season commences in August, but purchases of the required parchment are—in normal years—made in February of each year. There is also business done the year round for this class of paper for other than butter-packing requirements. So far, Canadian manufacturers have not exploited the trade in either parchment or ordinary greaseproof papers.

The sizes of parchment paper in chief demand are:—

48-inch x 12-inch—weight 30 to 32 pounds per ream.
30-inch x 20-inch—weight 20 to 22 pounds per ream.

Apple Wrapping Paper.

As shipping facilities may be approaching normal for the exports of Australian (including Tasmanian) apples during the early months of 1921, it is anticipated that the requirements of apple wrapping paper will be much larger than the war years, when no oversea tonnage was available to carry the surplus fruit.

The value of the imports in 1918-19 was £2,309, as compared with £1,207 in the previous year and with £15,895 in 1916-17.

The size of the thin, tough, white tissue paper imported for wrapping apples is 20 by 30 inches, not to exceed 8½ pounds per ream, packed in bales containing 24 reams of 480 sheets.

Norway and Sweden have hitherto supplied practically all this paper, of which it is estimated 2,500 bales are required for a normal season. Samples and quotations upon an f.o.b. steamer or sailing ship basis sent to this office will be promptly submitted to the chief importers in Hobart and Melbourne.

TOTAL IMPORTATIONS OF FISH INTO AUSTRALIA.

The figures relating to the extent and values of the imports of fish into Australia for the year 1918-19, with those of the previous year, are recapitulated thus:—

	1917-18. Quantities. Lb.	1917-18. Value. £	1918-19. Quantities. Lb.	1918-19. Value. £
Fresh, or preserved by cold process	1,240,866	26,306	602,920	15,144
Potted, concentrated or caviare	.....	1,300	.....	10,075
Preserved, in tins, jars, etc.	16,623,107	788,728	6,991,643	345,918
Smoked or dried (not salted)	95,280	7,932	73,264	7,775
	Cwt.		Cwt.	
Unspecified fish, n.e.i.	6,469	27,670	1,659	8,088
Oysters (from New Zealand)	1,583	1,098	2,321	1,617
Total values 1917-18 and 1918-19	.....	853,034	.....	388,617
Total value 1918-19	.....	388,617		
Decrease imports 1918-19	.....	464,417		

A comprehensive report upon the Australian importations of fish appeared in *Weekly Bulletin* No. 621, to which the attention of Canadian fish canners and packers was especially drawn by the Department of Trade and Commerce, Ottawa.

Imports of Fish from Canada.

To illustrate the trend of the Australian importations from Canada in 1918-19, as compared with 1917-18, the following comparative table has been compiled:—

Fish—	1917-18.	1918-19.	+Increase. —Decrease.
Fresh or in cold process	£ 2,385	£ 3,274	+£ 889
Preserved, in tins	275,597	184,970	— 90,627
Unspecified, n.e.i.	250	857	+ 607
Potted	.....	23	+ 23
Smoked or dried (not salted)	.....	314	+ 314
	£278,232	£189,438	—£88,794

IMPORTS OF FISH, PRESERVED BY COLD PROCESS.

The countries of origin, extents of imports, and values of fish enumerated landed in Australia from overseas countries in 1917-18 and 1918-19 are as follows:—

Fish, preserved by cold process—	1917-18.	1918-19.	+Increase. —Decrease.
United Kingdom	£ 123	£ 2,413	+£ 2,290
Canada	2,385	3,274	+ 889
New Zealand	22,617	9,372	— 13,245
Other British	109	15	— 94
United States	1,072	70	— 1,002
	£26,306	£15,144	—£11,162

IMPORTS OF FISH, PRESERVED BY COLD PROCESS—*Concluded.*

Fish, potted, concentrated, etc.—			
United Kingdom	£ 290	£ 3,721	+£ 3,431
Hong Kong	330	.....	— 330
Canada	2	23	+ 21
China	2	3,302	+ 3,300
United States	631	3,022	+ 2,391
Other foreign	45	7	— 38
	£ 1,300	£10,075	+£ 8,775
Fish, smoked or dried (not salted)—			
United Kingdom	£ 216	£ 420	+£ 204
Canada	.....	314	+ 314
Pacific Islands	424	102	— 322
Other British	80	103	+ 23
China	6,515	6,394	— 121
Japan	383	392	+ 9
United States	314	50	— 264
	£ 7,932	£ 7,775	—£ 157
Fish, unspecified, n.e.i.—			
United Kingdom	£ 677	£ 198	—£ 479
Canada	250	857	+ 607
Other British	153	99	— 54
Alaska	3,653	249	— 3,404
China	3,296	2,827	— 469
United States	19,130	3,597	— 15,533
Other foreign	511	261	— 250
	£27,670	£ 8,088	—£19,582

IMPORTS OF CANNED FISH.

The extent and values of the Australian importations of canned fish in 1917-18 and 1918-19 are, for general information, submitted herewith:—

Country of Origin.	1917-18. Quantities. Lb.	1917-18. Value. £	1918-19 Quantities. Lb.	1918-19. Value. £
United Kingdom	76,494	2,720	46,715	2,675
Canada	6,508,425	275,597	4,059,577	184,970
New Zealand	43,194	4,115	87,507	10,003
South African Union	30,928	1,642	.....	—
Straits Settlements	82	4	.....	—
Alaska	558,982	26,504	382,068	25,180
China	127,885	8,176	119,750	8,602
Italy	1,948	184	.....	—
France	.....	.....	218	115
Japan	463,835	24,019	206,567	13,309
Norway	546,363	51,507	6,358	776
Portugal	2,830	128	.....	—
Spain	5,482	337	1,440	143
United States	8,255,950	395,700	2,078,719	100,052
Other foreign	709	95	2,724	93
	16,623,107	788,728	6,991,643	345,918

The causes of the decline in the values of the 1918-19 importations of canned fish, by no less than £442,810 as compared with the previous year, were attributed to war conditions, the demand in other markets and higher landed costs. It is a recognized axiom of the wholesale grocery trade that, when canned fish is retailed at a high figure, consumers seek other food products in substitution. During the period under review, with limited facilities for exporting Australian frozen and other meats—and their consequent low values in the domestic market—it was, admittedly, more economical to purchase meats than fish.

MARKET FOR WOOD CLOTHES PEGS IN AUSTRALIA.

Office of Trade Commissioner C. Hartlett.

Melbourne, Australia, September 20, 1920.—Very large quantities of imported wood clothes pegs are annually required in Australia and are practically all supplied by United States manufacturers.

Leading Australian importers are desirous of getting into touch with Canadian manufacturers of these pegs and with approved samples and competitive quotations a very large business can be secured. For instance, one importing house alone is prepared to purchase from one to five carloads in each order and (provided the first bulk shipment landed satisfactorily) would enter into a contract for two or three years to purchase specified quantities in regular shipments.

The peg required is 4½ inches in length and must be carefully and closely packed in boxes containing five gross. The outside measurement of boxes containing five gross (specially packed for ocean transportation and freight economy) is 1 ft. 10 in. x 10 in. x 7 in. (some boxes are 1 ft. 8 in. x 9¾ in. x 6¾ in.). The boxes should be strong and securely nailed to ensure good delivery.

As large importers are dissatisfied with their sources of supply, the present opportunity for Canadian manufacturers to place their pegs on the Australian market is excellent and should not be neglected. Samples of these pegs required have been forwarded to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, where they may be inspected by manufacturers.

Interested Cannadian manufacturers are advised to promptly furnish this office with samples of their pegs (which can be forwarded cheaply and expeditiously by parcel post) and c.i.f. quotations Melbourne and Sydney, as the latter are preferred to f.o.b. steamer prices at port of shipment.

If manufacturers find it impracticable to furnish c.i.f. quotations, they should clearly indicate the free on board steamer price at ocean port, say Montreal, St. John or Vancouver. Admittedly the line is "a cut one," and much depends on the marine freight, but, as the boxes are small and easily stowed (generally termed "broken stowage"), the interested shipping companies would likely be disposed to endeavour to meet competition from other sources by quoting a special freight rate on these cheap goods. It would be advisable to ascertain the ocean freight on a carload basis, and submit it with the quotations so that Australian buyers could approximate their landed costs. If the samples and prices are attractive (and the first bulk shipment proves satisfactory) contracts, obviously on a f.o.b. steamer basis (as freights may be reduced), can readily be obtained for regular shipments covering a period of two or three years, thereby causing a desired recurrent output for a progressive industry. The question of payment, against usual shipping documents, in Canada is assured.

REAPPEARANCE OF GERMAN ENAMELLED WARE.

It is not at all improbable that there will shortly be an endeavour to flood the world's markets again with cheap enamelled ware of German make, says the *British Export Gazette*. Every possible preparation is being made for doing so. The Union of German Enamel Works just formed embraces 60 of the leading manufacturers of these specialties, or something like four-fifths of the entire industry. It has agreed to a general lowering of prices for export trade both for higher and lower qualities, and it is expected that the remaining firms will join the union, which would then constitute one of the most powerful combines in Germany.

FISCAL AND TRADE NOTES FROM NEW ZEALAND.

Trade Commissioner W. A. Beddoe.

Financial Outlook.

Auckland, September 24, 1920—There has been a long period of plentiful money, owing to high prices for local produce. There are signs now that a change in conditions has commenced. Lending rates of the banks have been slightly raised, probably to restrict speculation and conserve funds for legitimate requirements. During the war period, local bodies were compelled to postpone expenditure on needed works, owing largely to inability to secure material. Now that supplies are becoming available, there is a rush for money on all sides. Municipalities and harbour boards are floating loans, new companies are being formed and older companies are increasing their capital by the issue of shares, and the Government requires large sums of money to be used for the betterment of the public services. These demands will absorb a large amount of capital, and it means that fairly heavy sums will be going out of the country to purchase materials abroad. Importation is growing rapidly, which also is a big factor in the money market. It is evident therefore that while there will be no shortage of money, it will not be as abundant as heretofore.

Government Railway Contracts.

It has been a source of gratification to learn that several Canadian firms had put in tenders for railway wagons and locomotives. Every effort that could legitimately be put forth at this office has been employed in the interests of Canadian tenderers. At the time of writing this, the decision has not been made public.

Hydro-electrical Equipment.

The Government have under consideration the installation of hydro-electrical equipment on a large scale. Matters are being closely watched from this office so that Canadian manufacturers will be supplied with all particulars to enable them to tender. The fact that the coal miners are going slow, and many industries in the country are paralyzed for want of coal, makes it particularly important that hydro-electrical affairs should be hurried. It is understood that no street cars run in Auckland after to-night. In a few days it is anticipated that sources of electrical supply, depending upon coal, will also be stopped, and notification has likewise been given that, failing the arrival of coal, a number of cities in New Zealand will be deprived of gas. Before this report reaches Canada it is hoped that this unfortunate condition of things will have changed. However, this is the position to-day, and it will have a very sensible effect of hurrying the Government with respect to the installation of hydro-electrical equipment.

MARKET FOR IRON POTS AND OIL PRESSES IN FRENCH WEST AFRICA.

There is, says an American consular report, a demand among the natives in the French West African colonies for cast-iron pots, preferably mounted on three iron legs, to be used for cooking purposes. As most of the cooking is done on fires built outdoors, the pots should have a clearance from the ground of from 6 to 10 inches. There also appears to be a demand among the colonies for crushing machines operated by hand, to be employed in extracting oil from peanuts. Practically all the peanuts grown in French West Africa are exported to France, where the oil is extracted by mechanical processes, but small hand crushers would meet with ready sales. Prices on both these articles should be quoted c.i.f. Dakar, and the correspondence should be in French.

TRADE OF CHINA, 1919.

Trade Commissioner J. W. Ross.

I.

Shanghai, September 15, 1920.—Complete returns of the total foreign trade of China for the year 1919 being now available, it is possible to make a full review of the result. In order that this review may not suffer from too much detail, which may only confuse the Canadian reader, it has been thought well to treat the full trade in a general way and to make special references to those items in which Canada is particularly interested, and to show the general expansion which has marked Canadian trade with this country during the past year. Before proceeding with this report it is to be pointed out that Chinese customs returns in respect to Canadian trade are most inaccurate, and generally give credit to Canada of a far greater volume of trade than we are really entitled to. It will therefore be necessary to take the returns issued by the Canadian Government as our chief guide, although our own figures are not altogether correct, for a considerable quantity of Canadian goods annually reach this country via United States Pacific ports, most of which appear in Canadian returns as exports to the United States, instead of to China. Thus we have two very conflicting sets of returns: those of Canada being much below the actual figures, particularly in the exports to this country, and those of the Chinese customs being greatly in excess of the amount which we actually sell to China. In the matter of Chinese exports, it is very probable that the published returns of both Canada and China are far below the actual figures of the consumption of Chinese goods in Canada, for the reason that Canadian dealers appear to be content to let American firms do their importing for them rather than go to the trouble of buying direct themselves. In this regard may it not be that much of the Canadian adverse balance of trade with the United States is due to our purchases of foreign commodities through American firms instead of importing them direct from the producing countries? By this procedure we neither build up our direct oversea shipping trade nor provide for a reciprocal interchange of commodities with foreign countries. Incidentally it should be said that the consumer in Canada pays more for such foreign goods, for the reason that they pass through the hands of so many middlemen, as well as through increased handling and disturbance in through freight charges, all of which must add to the ultimate laid-down cost of the articles. The foreign commodities which reach Canada through United States channels are very numerous and valuable: hides and skins and furs, bean oil, wood oil, and egg products from China; jute and tea from India; spices, rubber, and tin from the Straits Settlements and Java; hides from South America; and wool from Australia and the Cape. Very little, if any, of the above reach Canada direct, but quite large quantities of each are annually consumed in the Dominion.

TOTAL FOREIGN TRADE.

Extracts taken from the report of the Statistical Secretary of Chinese Maritime Customs on the foreign trade of China for the year 1919 show the following:—

The gross value of the direct foreign trade of China in goods (treasure excluded) in 1919 was Hk. taels 1,342,870,818, and the net value after deducting re-exports, Hk. taels 1,277,807,092. These sums expressed in silver represent an enormous advance on those of any previous year. Expressed in gold at the average exchange rate on New York for the year they show an increase of 219 per cent over 1910 and 150 per cent over 1913. The goods imported were valued at Hk. taels 646,997,681, and those exported at Hk. taels 630,809,411. The balance remains slightly in favour of imports and in no way helps to explain the huge inflow of gold and silver

—certainly not less than 100,000,000 taels in value—that the country was able to absorb during 1919. One is left doubting whether the customs valuation of exports for returns purposes accurately represents their exchange value as commodities at the time of shipment.

COUNTRIES OF ORIGIN OF CHINESE IMPORTS.

In showing the wide distribution of Chinese foreign trade it is to be pointed out that almost all commercial nations, with the exception of South American countries, are concerned in the trade of China, and are either providing some of the commodities required in this country or are the consumers of a portion of the many articles which China produces. The chief contributors to the trade of China are: Hong Kong, Great Britain, the United States, Japan, France, Belgium, Italy, British India, Netherlands Indies, the Straits Settlements, Russia, Canada, the Scandinavian countries, and Germany.

The imports into China falling to each country, taken from Chinese customs returns for the year 1914—the year preceding the war—and for 1919 are as follows, the average value of the Haikwan tael in 1914 being $0.67, and in 1919, $1.39 United States currency:—

TRADE WITH CHINA BY COUNTRIES, 1914.

	Hk. Taels.	Hk. Taels. Total.
Hong Kong—		
Imports from	166,498,762	
Exports to	93,399,758	
		259,898,521
Great Britain—		
Imports from	104,934,389	
Exports to	22,016,556	
		126,950,945
British India—		
Imports from	39,124,616	
Exports to	6,776,819	
		45,911,435
Straits Settlements—		
Imports from	7,559,366	
Exports to	6,952,716	
		14,510,082
France—		
Imports from	4,938,557	
Exports to	22,862,317	
		27,800,874
Germany—		
Imports from	14,103,969	
Exports to	10,272,817	
		24,376,768
Russia, Black Sea and frontier—		
Imports from	21,916,262	
Exports to	41,494,168	
		63,410,430
Belgium—		
Imports from	17,582,946	
Exports to	5,055,145	
		22,638,091
Holland—		
Imports from	1,355,223	
Exports to	4,669,725	
		6,024,948
Netherlands India—		
Imports from	6,591,217	
Exports to	2,922,333	
		9,512,550
Italy—		
Imports from	776,416	
Exports to	5,287,584	
		6,064,000
Austria-Hungary—		
Imports from	2,290,993	
Exports to	1,200,991	
		3,491,984

TRADE WITH CHINA BY COUNTRIES, 1914.—*Continued.*

	Hk. Taels.	Hk. Taels. Total.
Scandinavian Countries—		
Imports from	1,987,942	
Exports to	901,764	
		2,889,706
United States—		
Imports from	40,782,853	
Exports to	39,860,875	
		80,643,728
Japan—		
Imports from	120,687,059	
Exports to	63,476,859	
		184,163,918
Korea—		
Imports from	4,500,109	
Exports to	4,944,295	
		9,444,404
Canada—		
Imports from	1,166,944	
Exports to	794,061	
		1,961,005
All other countries—		
Imports from	15,252,327	
Exports to	12,292,091	
		27,644,438
Hong Kong—		
Imports from	152,631,544	
Exports to	131,495,296	
		285,126,840
Great Britain—		
Imports from	64,291,239	
Exports to	57,186,242	
		121,478,481
British India—		
Imports from	26,980,705	
Exports to	9,599,413	
		36,580,118
Straits Settlements—		
Imports from	10,115,656	
Exports to	11,220,792	
		21,336,448
France—		
Imports from	3,376,809	
Exports to	34,285,989	
		37,661,798
Germany—		
Imports from	368	
Exports to	163,866	
		164,234
Russia, Black Sea and frontier—		
Imports from	14,061,334	
Exports to	21,321,528	
		35,382,862
Belgium—		
Imports from	228,761	
Exports to	3,987,212	
		4,215,973
Holland—		
Imports from	111,030	
Exports to	1,758,575	
		1,869,605
Netherlands India—		
Imports from	6,864,316	
Exports to	3,072,377	
		9,936,693
Italy—		
Imports from	991,556	
Exports to	5,144,292	
		6,135,848
Austria-Hungary—		
Imports from	.....	
Exports to	1,021,736	
		1,021,736

TRADE WITH CHINA BY COUNTRIES, 1914.—*Concluded.*

	Hk. Taels.	Hk. Taels. Total.
Scandinavian Countries—		
Imports from	1,070,581	
Exports to	4,892,301	
		5,962,882
United States—		
Imports from	110,236,706	
Exports to	101,118,677	
		211,355,383
Japan—		
Imports from	246,940,997	
Exports to	195,006,032	
		441,947,069
Korea—		
Imports from	9,431,450	
Exports to	22,617,954	
		32,049,404
Canada—		
Imports from	18,887,866	
Exports to	4,181,033	
		23,068,899
All other countries—		
Imports from	11,886,566	
Exports to	19,983,959	
		31,870,525

A study of the above figures is of interest in showing the manner in which the trade of China is more and more tending towards the Pacific—Japan, the United States, Russia, and Canada—year by year. Doubtless greatly owing to the war, trade was directed to the United States and Japan at the expense of European countries. Therefore, while the war must be held as a cause of the diversion of trade at the present time, in any case—for the reason that the commodities mostly required in China are those which are produced in American and other transpacific countries, in greater abundance than in Europe—trade is likely to continue in this direction.

Iron and steel and metals, timber, kerosene oil, food products, paper, certain classes of machinery, motor cars, hardware and locomotives and railway equipment—all such commodities are constantly in demand in China, and the requirements of the market can more easily be supplied from the American continent than from Europe. In cotton textiles and cotton mill equipment, and in the engineering trades, Great Britain still holds its supremacy in this market, and this is not likely to be easily disturbed in the future. Germany must eventually get into its former leading position in the dye trade, but in the case of general merchandise and manufactured goods must be seriously handicapped for many years, for the demand for small wares and cheap articles in general use can be supplied by Japan at a cost which cannot be met even by Germany.

SALVADOR'S AUTOMOBILE MARKET.

Although practically negligible before 1916, the automobile trade in Salvador is now larger than that of any other section of Central America except the Canal Zone, states an American consular report. Few roads are passable for touring cars, and the roads for cars equipped with pneumatic tires are prohibited to vehicles using solid tires. Trucks for this market would have to be small, not over three-quarters of a ton, fitted with pneumatic tires. It is advisable to equip cars with an extra radiator or an auxiliary water tank. Transmission should operate in oil, since cars must encounter hills ranging from 12 to 30 per cent grade and from one to three miles long.

ECONOMIC NOTES FROM JAPAN.

TRADE COMMISSIONER A. E. BRYAN.

The Flour Market in Japan.

Yokohama, September 10, 1920.—The flour trade of this country is now suffering from over-production and falling prices. Hard hit by the adverse trend of the rice market, business is now at a standstill, and the Nippon, Nisshin, To-a, Masuda, and other large mills have curtailed their operations from 40 to 60 per cent in an effort to lessen the supply and buoy up the prices. However, this has been a failure, the demand for flour has fallen off and all the mills find themselves over-supplied.

At the end of June the stock of flour in Japan stood at 1,353,021 bags at 9,425,000 yen.

Flour is not allowed to be exported without license from the Department of Agriculture and Commerce, but some firms are now endeavouring to have these restrictions removed.

Quotations on foreign flour remain firm, Shanghai goods standing at 5.20 yen and Australian flour at 6.40 yen c.i.f. Yokohama, showing a difference of 1.50 yen to 2.00 yen from prices ruling for domestic flour. Although certain Japanese firms have been making attractive offers of Japanese flour to China, India, and other South Pacific countries, no response has been met, for the reason that consumers in these countries are not familiar with the Japanese article and prefer Canadian and American brands. The boycott of Japanese goods is another reason why it is so difficult to sell Japanese flour in China. At present no flour can be exported without a license from the Department of Agriculture and Commerce, but it is said that a permit can be had if there is a market for the flour.

Since before the war exports of Japanese flour have exceeded imports, but last year there was a big increase in imports and a falling off in exports on account of the general rice shortage. The following figures showing exports and imports of flour since 1915 will be of interest:—

	Exports Kin.	Imports Kin.
1915	24,685,259	3,031,800
1916	31,544,163	1,430,800
1917	162,798,515	583,900
1918	94,465,281	10,180,500
1919	62,178	65,018,500

One kin = 1·32 pounds.

Present prices of Japanese flour range from 3.85 yen to 4.05 yen per bag of 49 pounds, depending on the brand, and it is believed that prices are not due for any uplift in the near future owing to the fact that prices of flour usually follow that of rice, and as the Japanese rice crop this year will be equal to the average, if not a little better, a rise in price is unlikely.

Production of Minerals in Japan.

Returns issued by the Department of Agriculture and Commerce indicate that the output of the principal minerals of Japan during the first half of this year show a general decrease as compared with the corresponding period of last year. The following table shows the output of the principal minerals during the first half of the year:—

Gold	922,144	momme (momme = .132 oz.)
Silver	19,890,350	"
Copper	61,503,547	kin (kin = 1.32 lbs.)
Iron	34,625	French tons.
Coal	13,432,481	" "
Oil	931,899	koku (koku = 47.6 gal.)
Sulphur	20,086	French tons.

Compared with the corresponding period of last year, gold shows an increase of 8 per cent; and sulphur an increase of 5 per cent, while silver decreased by 1·5 per cent, copper by 11·9 per cent, coal and iron by 0·3 per cent each, and oil by 0·1 per cent.

Output of Copper in Japan.

The production of copper in Japan has shown a gradual reduction since 1917. This no doubt is due chiefly to the demand falling off from Europe.

At the present time many of the smaller mines have closed down while there is said to be a general restriction of output by 30 or 40 per cent.

In 1917 the output amounted to 180,063,749 kin (one kin=1·32 pounds) but in the following year the production fell to 150,568,821 kin and last year (1919) 126,605,455 kin is said to have been produced.

So far this year the output has been as follows, according to the Japanese Copper Refining Companies Union:—

January	9,570,280 kin
February	9,441,554 "
March	9,910,859 "
April	9,783,279 "
May	9,080,386 "

The following table will show the principal copper mines in Japan all of whom produced more than 1,000,000 kin each during 1919:—

LARGEST COPPER MINES IN JAPAN.

	Kin.
Hidachi in Ibaraki Province	20,612,249
Ashio in Tochigi Province	22,637,900
Kozaka in Akita Province	15,050,568
Sagakan in Oita Province	13,782,329
Besshi in Ehime Province	20,686,372
Ikuno in Hyogo Province	4,320,218
Ozarusawa in Akita Province	4,230,615
Abeshiro in Aomori Province	2,748,498
Okoya in Ishikawa Province	3,350,188
Arakawa in Akita Province	2,141,119
Kunitomi in Shiribeshi Province	1,769,306
Ani in Akita Province	1,880,699
Taisho in Aomori Province	1,026,444
Yoshioka in Okayama Province	2,736,164
Shinbo in Miyagi Province	1,155,255

Prices have declined to 42.00 yen per picul (picul=133⅓ pounds), and there is supposed to be some 3,000 tons in stock in Osaka, so that the probability is that prices will not advance until this is sold.

COPPER PRODUCERS WANT DUTY RAISED.

About a month ago a petition was sent to the Government by the leading copper mines asking that the import duty on copper be raised from 1.20 yen to 7.00 yen per 133 pounds. This was of course opposed by the copper consumers and electrical supply people. It was said if this was not done the industry in this country would be ruined, not being able to produce as economically as western countries. It is thought that the present dullness of the market has been caused by an overstock of imported copper. On the other hand the Japanese are doing everything possible to dispose of stocks in foreign markets.

AVERAGE PRICES SINCE 1909.

A leading copper company here finds on investigation that the average yearly prices on electrolytic copper in Osaka compared with New York for the past twelve years were as follows:—

Year.	In Osaka. Yen per picul.	In New York. Cents per picul.	Year.	In Osaka. Yen per picul.	In New York. Cents per picul.
1909	32.08	13.11	1915	48.20	17.47
1910	31.91	12.88	1916	74.16	28.46
1911	31.39	12.55	1917	72.45	29.19
1912	40.65	16.48	1918	65.57	24.68
1913	40.69	15.52	1919	56.14	19.69
1914	35.41	13.32			

From the above table it may be seen how the prices were affected by the outbreak of war in 1914 which threw the market into a gloomy state both in Japan and America. Last year the highest price recorded in Japan was 72 yen, but averaged 56·14 yen.

The following figures illustrate the average trend of prices for copper since January last.

Month	Price. Yen.	Month	Price. Yen.
January	60.26	May	44.83
February	59.15	June	41.88
March	56.28	July	44.46
April	52.75		

MINES DISCHARGE EMPLOYEES.

The Ashio copper mine, operated by the Furukawa firm, discharged 130 clerks and other employees, and discharge of miners is likely to follow. The Mitsui Mining Company has discharged 150 clerks, granting them a solatium and part pay for six months.

It is stated also that at the Hitachi copper mine operations have been cut down with a view to further reducing production. Twenty per cent of the employees have been discharged with the understanding that for some time their full wages will be paid them.

Japan's Exports of Tea.

The Japanese Tea Merchants Guild report that shipments of new tea from Japan during the three months of May 1 to July 31 amounted to 11,665,751 pounds. This is an increase of 3,246,484 pounds compared with the same period of last year.

During these three months shipments were forwarded as follows:—

	Lb.		Lb.
To New York	3,076,219	To Pacific Coast	1,988,962
To Chicago	5,606,182	To Canada	961,368

CANADIAN GOODS ADVERTISED IN JAPAN BY BRITISH FIRMS.

Mr. A. E. Bryan, Canadian Government Trade Commissioner, Yokohama, Japan, reports that an important British firm long established in Japan, is now giving special attention to Canadian products and is publishing display advertisements regarding them in the newspapers of Yokohama and Tokyo.

BANK REORGANIZATION IN JAPAN.

Trade Commissioner A. E. Bryan.

Yokohama, September 1, 1920.—Plans for the readjustment of the affairs of the Seventy-fourth Bank and the Yokohama Savings Bank have just been completed by the Readjustment Committee and were announced after being sanctioned by a joint meeting with the biggest depositors and creditors.

It will be remembered that the Seventy-fourth Bank, of which Mr. S. Mogi was the head, had to close its doors about the beginning of June last as a result of financial difficulties brought on by the general slump. It transpired that the Mogi firm had been speculating heavily in silk, rosin and other things, and when prices dropped lost millions of yen as a result of their manipulations. For these transactions the funds of the Seventy-fourth Bank were drawn on and as a result, when it became known that Mogi & Co., were in difficulties, there was a general run on the bank which ended in its failure.

After much discussion by Yokohama concerns it was decided to do everything possible to see that the depositors, particularly the small ones, would be paid back any money they had entrusted to the bank.

A new bank was therefore formed with a capital of 1,000,000 yen, the functions of this new institution being solely the liquidating of the affairs of the Seventy-fourth Bank and the Yokohama Savings Bank.

The full details of the scheme to be adopted are as follows:—

1. Certain influential Yokohama residents to organize a new banking concern with a capital of 1,000,000 yen and to undertake the entire business of adjusting the affairs of the two banks above specified as a part of its business.

2. Until the completion of the adjustment mentioned above, no dividends will be paid by the new bank, all the profits which could otherwise be distributed among the shareholders being reserved and carried to the adjustment account of the said banks without compensation when necessary.

3. The losses of the Seventy-fourth Bank to be ascertained, and all the existing assets of the bank, and such portion of the property which Mr. Mogi has handed over to the advisers (in respect to the adjustment) for the performance of his liabilities as the said advisers may allocate to the Seventy-fourth Bank, being allotted to the indemnification of the said losses, the deficit is to be deemed as the net loss.

4. The liabilities of the Seventy-fourth Bank to be redeemed in the following manner:

(1) Smaller deposits and other unsecured claims not exceeding 2,500 yen to be paid in full forthwith, but the depositors, etc., to be requested to waive payment of interest:

(2) As regards deposits and other unsecured claims exceeding 2,500 yen, payment to be made up to 2,500 yen forthwith, but the depositors, etc., to be requested to waive interest thereon.

(3) As regards the balance of the deposits and other unsecured claims (partly) paid under the foregoing number, the creditors concerned are to be requested to consent to a scheme for the redemption thereof during the course of ten years free of interest, and they are to be gradually paid according to such scheme by disposing of the property of the bank, collecting its claims, and utilizing the money with a view to its increase.

(4) In regard to the liabilities of the bank overseas, a method of redemption other than specified in the foregoing number is to be especially devised.

(5) The secured creditors are to be requested to grant two years' grace in regard to the enforcement of their rights of security and also to waive interest;

To those creditors who have agreed to grant such grace, payment is to be made by disposing of the material security within the period specified in the foregoing number, and at such time as the new bank may deem appropriate. Should any deficit arise the creditors to be requested to agree to its being dealt with after the example No. 3.

To the creditors who do not agree to grant grace in regard to the exercise of their right of security, the security to be disposed of at once, but they are to be requested to waive such portion of the principal and interest that may be left uncovered by the proceeds.

5. As for the Yokohama Savings Bank, its losses are to be ascertained and indemnified with all the assets of the bank, and the still uncalled balance of the shares which are to be called for the purpose, the deficit (if any) being deemed the net loss.

In view of his former connection with the bank, Mr. Otani Kahei has voluntarily offered the sum of 200,000 yen, payable in ten yearly instalments. This sum will therefore be included in the assets of the bank.

6. The liabilities of the Yokohama Savings Bank are to be paid off in the following manner:—

(1) Smaller deposits and other claims not exceeding 2,500 yen per entry to be paid in full forthwith, but the creditors to be required to waive interest except in the case of savings deposits as distinguished from fixed deposits which bear higher interest.

(2) Deposits and other claims exceeding 2,500 yen to be paid up to 2,500 yen forthwith, but the creditors to be requested to waive interest thereon except in the case of savings deposits;

(3) The balance of the principal and interest of the savings deposits (partly) paid under the foregoing number is to be repaid with the sums deposited under Art. 4 of the Savings Bank Regulations and the property offered by the directors (roughly estimated at 300,000 yen);

(4) As regards deposits and other claims not covered fully by payments under the two preceding numbers, the creditors are to be requested to agree to a scheme of redemption spread over a period of ten years free of interest, and they are to be gradually paid according to such scheme by disposing of the property owned by the bank, collecting its claims, and utilizing the money with a view to its increase.

7. In the event of its becoming probable that this present scheme can be carried into execution, the two banks are, subject to the following terms, to receive from the new bank accommodation funds for payment under 4 (1), (2) and (4); and 6 (1), (2) and (3):—

(1) The new bank is to obtain a loan of 16,000,000 yen from the Government for ten years at a low rate of interest;

(2) In order to cover the payment of the loan from the Government, the new bank is to procure from the unsecured creditors and depositors of the two banks a declaration to the effect that they will have no objection even though preferential payment of the principal and interest of the said Government loan may be effected at any time out of the entire assets of the two banks;

(3) The following banks are to be requested to act as authorities with joint and several responsibility for the performance of the said liability of the new bank towards the Government: Dai Ni Bank; Soda Bank; Yokohama Shogyo Bank; Kanagawa Bank; Hiranuma Bank; Yokohama Boeki Bank; Yokohama Jitsugyo Bank; Watanabe Bank;

The Wakao Bank is now an ordinary partnership, but it will be shortly converted into a limited liability concern, and Mr. Wakao Ikuzo has expressly declared that the bank will then undertake the same liability of suretyship as the banks enumerated above;

8. Payments to creditors and disposal of property which are to be made by the Seventy-Fourth Bank and the Yokohama Savings Bank in accordance with the present scheme, and all other adjustment business will be handled by the bank on behalf of the two banks.

9. The new bank is to receive payment of the expenses actually incurred in connection with the adjustment of the affairs of the two banks; and it is also to use all the buildings, furniture, etc., owned by the two banks free of any compensation. But with these exceptions it is to receive no remuneration whatsoever.

10. In case the new bank is to continue its business after the adjustment of the two banks has been completed, its capital is to be increased to a reasonable extent in the spirit of amalgamating with the two banks. As to the new shares involved in such increase of capital, they are to be preferentially allotted in equal proportions to (1) the shareholders of the new bank, and (2) the depositors (except saving depositors) and other unsecured creditors of the two banks having claims exceeding 2,500 yen and the present shareholders of the two banks in proportion of their claims or the amounts paid up on the shares (as the case may be).

In case the new shares of the new bank are to be allotted to the shareholders of the two banks, the shares to be allotted for the shares of the present directors and auditors of the two banks are to be waived by them in favour of the shareholders of the two banks other than the said directors and auditors, so that they may be allotted to such shareholders in proportion to the amounts respectively paid up on the shares by them.

REDUCED IMPORT DUTIES ON BUILDING MATERIALS IN PALESTINE.

In *Weekly Bulletin* No. 864 there was published an article by Trade Commissioner W. McL. Clarke directing attention to the immediate market in Palestine for box shooks. The *British Board of Trade Journal* for October 14 intimates that for a period of one year or two years, as indicated, commencing from 31st August, 1920, the undermentioned categories of building material may be imported into Palestine from foreign countries on the basis of a 3 per cent *ad valorem* customs duty. Prior to the issue of this notice, duty was leviable on the articles in question at the rate of 11 per cent *ad valorem*.

List of Goods subject to 3 per cent ad valorem Duty for a period of two years.

Timber.—Hard or soft woods in the round, baulk, or sawn square, for house building or constructional purposes, including—prepared joinery, such as doors and windows, with or without frames and the like; laths for blinds; palings; pickets, dressed or undressed; architraves; mouldings and skirtings of any material; picture and room mouldings; woodware for vehicles; wood, all articles made of, not included elsewhere, whether partly or wholly finished.

Iron and steel bar, round, square or flat, up to 4 square inches in section, and of any length.

Plates and sheeting, including tin plates, galvanized or corrugated.

Sections, rolled iron or steel of H, channel, angle, or other shape (*excluding* all articles of brass, copper and lead, and such articles of iron and steel lined or plated with brass, copper, or lead; pipes and tubes; wrought and cast-iron fittings for pipes; metal parts of machinery; and manufactures of iron and steel not otherwise stated).

Glass.—Window glass, ordinary (*excluding* plate-glass, looking-glasses and mirrors, whether mounted or unmounted).

Bricks.—Hollow bricks for partitions; slates and tiles for roofing (*excluding* wall bricks, bath bricks, fire and glazed bricks).

List of Goods subject to 3 per cent. ad valorem Duty for a period of one Year.

Portland cement; also Roman, Keens, or similar cement (*excluding* plaster of Paris, limes and patent plasters having a lime basis).

The address to which inquiry should be made with respect to supplies for Palestine will be furnished on application to the Commercial Intelligence Branch, Department of Trade and Commerce, quoting file T.C. 113.

TRADE WITH HUNGARY.

Trade Commissioner L. D. Wilgress.

II.

THE NEW HUNGARY.

The new Hungary as constituted by the Peace Treaty has an area of 35,164 square miles, being a little larger than lake Superior. The population is nearly that of Canada, and is estimated at 7,481,950. Pre-war Hungary was one of the most compact countries in Europe, being rimmed by mountains and traversed by a great river. Present-day Hungary occupies the centre of the former territory and is mostly flat. A range of hills crosses the north of the country in a northeasterly direction and finally merges into the Carpathians. East of the Danube these hills attain a fair height. In the southwest are the Pecs Hills north of the river Drave. The lowlands, with an average height of 328 feet above sea-level, comprise all the central and south-eastern portions of the country.

The northern boundary of New Hungary with Czecho-Slovakia follows the Danube from below Presburg (Bratislava) to just above where the river turns to the south from whence it follows the tributary Ipoly and then crosses the foothill spurs of the Carpathians in a westerly direction. The eastern boundary with Roumania follows no natural geographic features, but cuts across the Great Plain. The same applies to the southern boundary with Jugo-Slavia from the Banat to the river Drave. The latter river serves as the new southwestern boundary of Hungary. The province of west Hungary has been attached to Austria, so that the present western boundary of Hungary is several miles east of that of before the war and follows no clearly defined geographic features.

RESOURCES.

It follows from the nature of the territory retained by Hungary that the raising of cereals, stock, fruits and vegetables and viticulture form the chief occupation of by far the greater part of the inhabitants. The most productive agricultural districts are found on the lowlands along the banks of the Danube and its chief tributary, the Theiss. Budapest has many important industries, but elsewhere manufacturing is unimportant. Coal mines are worked in the hills along the Danube in north Hungary and also in the northeast, but contain for the most part brown coal of inferior quality. The best quality coal in the former territory of Hungary was found in the mountains of the Banat at Petroshani, but these mines are now in Roumania. Mines containing good quality coal are also worked in the hills near Pecs and again near the southern boundary of New Hungary, but these latter are still the subject of dispute between the Hungarians and Jugo-Slavs. Of a total production of coal in the former territory of Hungary amounting in 1913 to 10,274,051 tons, over half or 5,906,907 tons were produced in the territory now comprising Hungary. The position with regard to iron mines is more unfavourable to present-day Hungary, the total output of iron ore for the whole of Hungary in 1913 being 2,165,905 tons, of which only 394,960 tons were produced on territory now belonging to Hungary. The total forested area of former Hungary was 9,596,665 acres, while that of present-day Hungary is 1,357,438 acres. The most important forest areas are in the hilly districts in the west and northeast of the country. New Hungary still retains important fishery preserves in the Danube and Theiss rivers and in Lake Balaton. The latter, situated in the west, is the largest lake in central Europe, being 50 miles long and from 2 to 7 miles broad. Its waters contain plentiful supplies of perch, carp, pike, sheat-fish, shad and other fish. The north shore of Lake Balaton is an important

wine-producing district. The best known Hungarian wines come from the hilly country, "Tokay," in the northeast section of New Hungary. Rock salt and the precious metals are also found in the foothill spurs of the Carpathians in this section of Hungary.

CHIEF TOWNS.

Budapest is the only city of importance in the New Hungary. All railway lines radiate from Budapest and the commerce of the country is centred in this city. Nearly all the other large towns have the characteristics of what are known in Europe as "market towns," that is, marts for the sale of agricultural produce and the distribution of supplies for the agricultural population. The second largest town in Hungary is Szegedin, the commercial centre of Lower Hungary with a population of 118,000 and situated on the river Theiss near the boundary with Jugo-Slavia. Debreczin with 92,000 inhabitants is the most important commercial town in northeast Hungary. Kecskemet, on the plains between the Danube and Theiss, is a town of 67,000 inhabitants and has busy cattle and grain markets. It is also the centre of a prosperous fruit-growing district. Pecs (50,000) is the most important centre in southwest Hungary and in the northeast there is the busy town of Györ (Raab) with 43,850 inhabitants.

COMMUNICATIONS.

The network of railways in the former territory of Hungary has a mileage of 14,000 of which 5,223 miles are within the present boundaries. There are eight trunk lines radiating from Budapest in all directions. These main lines are crossed by the new boundaries, so that the consolidation of the restricted railway system would require the construction of connecting lines within New Hungary. The railway services at present suffer greatly from the shortage of rolling stock, owing to the losses during the Roumanian occupation. It is expected that some of the railway cars taken by the Roumanians will be returned. Otherwise Hungary will be handicapped by the lack of proper railway facilities until the financial position of the country permits of the renewal of the rolling stock which has been lost.

In addition to the railways, the navigable waterways of Hungary have always taken an important part both in the internal and external trade of the country. The splendid facilities afforded by the Danube have been availed of more by Hungary than by any of the other riverine states, except Roumania. The total freight traffic of the whole Danube from Bavaria to the Black Sea amounted in 1913 to 15,000,000 tons, of which 5,000,000 tons was accredited to the former territory of Hungary. The river traffic at Budapest, alone, amounted to 3,000,000 tons, making this city the most important interior port on the river. The number of passengers carried annually on the waterways of former Hungary was about 2,400,000. Besides the Danube a considerable traffic is carried on the Theiss, the principal tributary with a total navigable length of 462 miles most of which is within the present boundaries of Hungary. In the foreign trade of former Hungary before the war, the importations by navigable waterways amounted to 800,000 tons a year and the exportations to 1,000,000 tons, being respectively 12 and 20 per cent of the foreign traffic carried by the railways. It may be expected that the waterways of Hungary will be used to an increasing extent in view of the disorganization of railway traffic, but here also the lack of barges and steamers and the shortage of coal greatly limits the extent to which these facilities can be utilized.

POPULATION.

People of Hungarian or Magyar descent comprise by far the greater proportion of the inhabitants of present-day Hungary. The Magyars are a people of Finnish race who originally inhabited the Central Ural District in Russia, but who owing to the pressure of Turko-Tartars from the East left their original homes in the ninth century

and crossing the Carpathians settled in the fertile plains of the Danube, where they have maintained themselves for over a thousand years. The Magyars readily absorbed European culture, and were for many years the eastern outpost of western civilization. As a result of the compromise of 1867 Hungary was constituted an independent kingdom of the Austrian Empire, only the army, navy, foreign affairs and the customs house being left to the jurisdiction of the Imperial administration. Hungary finally secured full independence by the revolution of 1918. The majority of the Hungarians are of the Roman Catholic faith, although the proportion of Protestants is also very large.

Besides the Hungarians the only other considerable elements in the population of New Hungary are Germans, of whom there are nearly 100,000 in Budapest and the rest mostly in scattered colonies and in the larger towns, and the Jews, of whom there are 166,000 in Budapest alone. The internal commerce of the country is largely in the hands of the Jews who are found in all the larger towns.

LANGUAGE.

The language of the Hungarians is a Turko-Finnish language with admixtures of Slav. It is one of the most difficult languages in Europe for western Europeans to master. After Hungarian the most useful language for business purposes in Hungary is German, while English and French are generally understood. It is preferable, however, to correspond in German with Hungarian firms, if facilities for such are available.

CLIMATE.

The climate of Hungary is similar to that of central Germany. The average rainfall is about 24 inches. Rains are most abundant in the spring and early summer, while during the late summer long periods of drought at times endanger the quality of the crops. In accordance with the climate of Hungary the vegetation is varied, but deciduous trees predominate. Districts on the Plain with a moderate rainfall have all the bare characteristics of prairie country.

HUNGARIAN AGRICULTURE.

The soil of Hungary is noted for its fertility and the variety of its products. Large quantities of all kinds of agricultural products were exported before the war from Hungary to the markets of central and western Europe. The flour made from Hungarian wheat has long been the standard in European countries. The export of wheat from the whole of former Hungary amounted in 1913 to 16,500,000 bushels valued at $22,870,000, while flour was exported in the same year to the value of $51,200,000. The greater part of this wheat and flour export went to Austria and the other countries of central Europe. In hardly any other country can agriculture be said to have as important a place in the national economy as is the case in Hungary. Over 90 per cent of the population are engaged in agricultural pursuits. Even the Slovaks employed in the timber industry of what is now part of Czecho-Slovakia, formerly came down with the timber every summer to the plains and assisted in the harvesting of the crops. The larger towns of Hungary, with the exception of Budapest, have a purely agricultural character such as is not to be found in western Europe. In view of this pre-eminence of agriculture it is important to study the conditions under which farming operations are conducted in Hungary and their relations to the possibilities for future Canadian trade.

AGRICULTURAL MUSEUM.

The writer had the opportunity of visiting, under the courteous and able guidance of the Director, the Hungarian Agricultural Museum at Budapest, which is unique of its kind and contains many instructive exhibits illustrating the methods and development of agriculture in Hungary. This museum is in itself a testimony of the study and importance given to scientific farming by the Hungarians.

FARMING METHODS.

In respect of land tenure and farming methods Hungary may be said to be a land of extremes. The land is chiefly divided between numerous estates of great size and a mass of small holdings of less than 30 acres. Medium-sized estates account for only a very small proportion of the total area of cultivated land. During the last fifty years the number of small holdings has been increasing, since with falling prices farming on a large scale has been proving less profitable. This, however, has resulted from the subdivision of medium-sized estates as much as from the partition of the large estates. Serfdom was abolished in Hungary in 1848, and since that date the



Hungarian Peasant Homestead.

peasantry has developed into a conservative class. By their thrift the peasants have been able to improve their relative economic position. The standard of cultivation was steadily improving before the war, but conditions of living still remain very primitive among the peasants. It was on the large and medium estates that intensive farming was chiefly practised. The large Hungarian landowners have pursued with energy the introduction of up-to-date farming methods and the improvement of the breeds of horses and other live stock. Under their leadership the standard of cultivation was being raised in all parts of the country, even on the small peasant holdings. The result is seen in the great increase in the yield of the principal crops, especially of wheat. The following figures of the number of various kinds of machines in use on Hungarian farms in the years 1971, 1895, and 1915 are instructive and should prove of interest to Canadian manufacturers of agricultural machines and implements:—

	1871.	1895.	1915.
Steam ploughs and traction engines	a few	179	952
Threshing machines	2,464	9,509	28,907
Reapers and mowers	1,927	13,329	28,210

Besides the increasing use of machinery, there was a steady improvement also in the cultivation of the ground, the use of manure, the selection of seeds and the extermination of tares. The system of deep furrows, breaking up of stubble land

and harrowing was making headway, and as an indication of the increasing use of artificial fertilizers it may be mentioned that while in 1895 Hungarian agriculture used 29,460 tons of superphosphates, by 1913 this quantity had risen to 232,400 tons.

Perhaps the most important work accomplished in Hungary for the development of agriculture has been the reclamation of land. In the valley of the Theiss river about 6,437,000 acres were reclaimed and settled, while in the Danube valley 3,117,000 acres were similarly rendered suitable for cultivation. In addition 2,130,000 acres in other parts of former Hungary have been drained.

PRODUCTION OF CEREALS.

The total area of the productive land in the whole of the former territory of Hungary has been estimated at 77,000,000 acres, of which 35,750,000 acres are arable land. On this land there were raised in 1913 the following crops; together with the average yield per acre:—

	Bushels.	Bushels per acre.		Bushels.	Bushels per acre.
Wheat	151,670,000	17.6	Corn..	191,430,000	26.2
Oats..	91,178,000	28.4	Sugar beets.. ..	194,800,000	227.6
Barley	75,420,000	24.0	Potatoes..	181,670,000	105.2
Rye..	50,716,000	17.6			

The above figures are for the former Hungary, a country over three times the size of the present state. The new Hungary, however, still retains a large part of the principal wheat lands on the plains of the Danube and Theiss, south and east of Budapest. Barley is chiefly grown in the western districts to supply the breweries of Austria and Bohemia with raw material. The corn districts are mostly in the south and east and together with potatoes are consumed largely by the peasants. Potatoes are also utilized by the spirit distilleries. Hemp may be mentioned as one of the agricultural products exported from Hungary before the war. Tobacco is grown to supply the factories of the State Monopoly. The spread of intensive farming has resulted in the increase in the production of fodder crops.

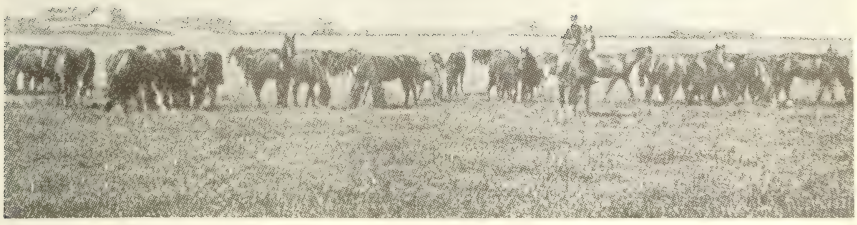
OTHER CROPS.

All kinds of temperate zone fruits are grown in Hungary, and there was a fairly considerable export before the war, especially of grapes and melons to neighbouring countries. The vineyards of former Hungary covered an area of 810,000 acres. The cultivation of the vine has been increasing on the light sandy soil of the lowlands. There is a considerable production of white and red wines and Burgundy, and there was a large pre-war export particularly to Russia. An abundance of vegetables are also raised, and Hungary is noted for its cucumbers, lettuce, onions and horse radishes. Paprika (red pepper) is considered a great delicacy and is grown chiefly in the southern districts around Szegedin.

LIVE STOCK.

The attention paid to the breeding of cattle, pigs, poultry, sheep and horses by the Hungarian Government and the large landed proprietors has resulted in a great improvement of the live stock of the country. Western breeds of horned cattle have been imported in large quantities from Switzerland and other countries. Horses and pigs from England and the principal wool-giving breeds of sheep have also been brought in. The small peasant landholders possess the greater part of the live stock of the country and this particularly applies to horned cattle and pigs. Stock breeding on a large scale is, however, conducted by the landed proprietors. There were twenty-four stud farms in pre-war Hungary and the annual export amounted to about 60,000

horses. Oxen are extensively used as beasts of burden by the peasants and, in some part of the country, buffaloes. Poultry keeping is general throughout Hungary and there was an export of poultry produce from former Hungary valued before the war at about $16,000,000 a year. The wool from Hungarian sheep is of good quality and esteemed abroad.



Stud Farm in Hungary.

The following are the figures of the total number of principal live stock in the territories of former Hungary in 1911:—

Horned cattle	7,318,121	Pigs	7,580,446
Horses	2,351,481	Sheep	8,548,204

PRE-WAR EXPORTS.

A glance at the table of the pre-war exports from former Hungary will indicate the important share which agricultural products contributed to the total foreign trade of the country. In 1913 the export of raw products was valued at $197,200,000 and that of semi and finished manufactured goods at $183,200,000, a total of $380,400,000. The following are the values in round figures of the principal lines exported:—

Flour	$51,200,000	Horses	5,600,000
Pigs and oxen	46,200,000	Corn and barley	15,000,000
Wheat	22,800,000	Eggs	7,600,000
Timber	14,000,000	Poultry	6,600,000
Hides and skins	5,800,000	Bacon	3,200,000
Leather	6,000,000	Hemp	2,400,000
Wine	9,000,000	Tobacco	4,400,000
Cows	4,200,000	Iron ore	2,000,000
Wool	3,200,000	Feathers	2,200,000

PRESENT CONDITIONS OF AGRICULTURE.

The above is a survey of the conditions under which agriculture was carried on in Hungary before the war. At present the large landowners and peasants on the territory retained within the boundaries of Hungary are working under great handicaps. The greatest difficulty confronting the farmers is the great lack of implements, machines and live stock, owing to the immense quantities of farm equipment and stock taken by the Roumanians during their occupation of the country. This applies

especially to the central and southern districts. The eastern districts across the Theiss river did not suffer to such an extent owing to the uncertainty which then existed as to the fixing of the boundary between Roumania and Hungary. In ordinary events many of the agricultural machines in the country would now be requiring renewal since during the whole of the war period few new machines were supplied to the farmers, although those in the country were kept in running order by an uninterrupted supply of spare parts. The lack of oxen and other draught animals is having a serious effect on the farm operation of peasants and large landowners alike.

EXPROPRIATION OF THE ESTATES.

Another obstacle to the readjustment of the agricultural industry is the uncertainty regarding land reform. At present the large proprietors are still mostly in full possession of their estates, but a measure of expropriation is included among the proposed reforms of the Government. There are two parties: one the Agrarians who advocate the expropriation and redistribution of the landed estates among the peasantry, and the other a moderate party in favour of dividing up only the very large estates. At the moment of writing (July, 1920) a compromise measure would appear probable involving the expropriation of all estates over 1,250 acres. Hungary is at present administered by a governor, General Horthy, and a cabinet responsible to a National Assembly elected on the basis of universal suffrage. The existing cabinet represents a fusion of the Christian National Union and the Peasants' and Farmers' Party.

CROP PROSPECTS.

In spite of the difficulties above mentioned the Hungarian farmers are working industriously to effect the reconsolidation of the country's basic industry. Preliminary reports on the coming harvest are promising. The Ministry of Agriculture has announced a probable yield of 34,320,748 bushels of wheat, 18,240,208 bushels of rye, 21,699,155 bushels of barley, and 23,103,714 bushels of oats. The prospects would also point to a rich harvest of corn and potatoes, while the situation as regards sugar beets and forage beets is reported to be satisfactory. A surplus for export is anticipated of from 200,000 to 300,000 tons of cereals and of a considerable quantity of fruit. An export surplus of even this proportion can be regarded as the first step towards the economic recovery of Hungary.

FLAX STILL SCARCE.

(*The World's Markets.*)

Recent reports from the Soviet Government of Russia stated that in January there was a stock of 29,000 tons of flax in warehouse, of which only 8,000 tons were available for export. While the accuracy of these reports is questioned in many places in the Irish and Scotch spinning centres, it is obvious that scarcity in this textile is certain to continue for a long time as it is now known that the acreage sown in Russia this year was hardly a half of normal, and much of that may not be normal, and much of that may not be harvested. A great part of it will not be a suitable crop for the fine spinning. Most of it will probably be used in the homes of peasants or in the factories of Russia and very little of it is being offered for export.

With this fundamental of the linen industry unchanged there seems to be justification for the firmness with which Irish manufacturers are holding prices. The United States has been the largest market for linens this year as shown by the recent figures of shipments from Belfast, yet conditions here now indicate that the peak of the high prices has passed. If linens rule at the top linen merchants in this country say that there will be a further expansion in the growing use of mercerized cotton and other substitutes.

TRADING WITH GREECE.

Trade Commissioner W. McL. Clarke.

XV.

MINERALS AND METALS (UNMANUFACTURED).

The following statistics show the total value of the imports of unmanufactured minerals and metals into Old Greece for the year 1913, and into Old and New Greece for the year 1914:—

	Dr.
Imports for 1913 into Old Greece	31,618,699
" 1914 into Old Greece	34,718,736
" 1914 into New Greece	9,205,093
Total for 1914	43,923,829

MINERALS AND METALS (MANUFACTURED).

The statistics subjoined show the total value of the imports of manufactured minerals and metals into Old Greece for the year 1913, and into Old and New Greece for the year 1914:—

	Dr.
Imports for 1913 into Old Greece	5,902,865
" 1914 into Old Greece	7,220,058
" 1914 into New Greece	5,618,605
Total for 1914	12,838,663

Coal.

	Tons.	Dr.
Imports for 1913 into Old Greece	393,398	23,609,136
" 1914 into Old Greece	432,405	25,944,300
" 1914 into New Greece	16,774	1,198,219
Total for 1914	449,179	27,142,519

The Greek coal trade was controlled by Great Britain. Small cargoes also arrived from Germany.

Petroleum.

	Cases.	Dr.
Imports for 1913 into Old Greece	142,007	710,035
" 1914 into Old Greece	184,467	1,106,802
" 1914 into New Greece	362,966	4,886,862
Total for 1914	547,433	5,993,664

Petroleum is a state monopoly. Supplies were obtained from Roumania and the United States and formerly to a large extent from Russia.

Mineral Oils Excluding Petroleum.

	Lb.	Dr.
Imports for 1913 into Old Greece	893,200	319,487
" 1914 into Old Greece	1,363,600	487,336
" 1914 into New Greece	81,200	34,748
Total for 1914	1,444,800	522,084

The United States and Germany did the greater part of this business. Austria, Great Britain, Russia, France and Belgium exported smaller quantities.

Cement.

	Lb.	Dr.
Imports for 1913 into Old Greece..	1,024,800	36,619
" 1914 into Old Greece	786,800	28,082
" 1914 into New Greece..	3,365,600	120,246
Total for 1914	4,152,400	148,328

France was responsible for the bulk of the cement exports to Greece.

PRINCIPAL MINERAL AND METAL IMPORTS (MANUFACTURED).

The tables appended show the principal products imported under the heading of minerals and metals together with quantities and value for 1913 and 1914:—

Iron Bars and Plates.

	Tons.	Dr.
Imports for 1913 into Old Greece..	8,353	1,491,749
" 1914 into Old Greece	7,719	1,543,872
" 1914 into New Greece..	2,272	486,800
Total for 1914..	9,991	2,030,672

Supplies were principally derived from Belgium and Germany. Great Britain also did considerable business.

Iron Sheets (Not tinned).

	Tons.	Dr.
Imports for 1913 into Old Greece..	4,222	814,289
" 1914 into Old Greece	4,404	943,294
" 1914 into New Greece....	491	112,224
Total for 1914..	4,895	1,055,518

The Greek supplies of iron sheets (not tinned) were derived chiefly from Great Britain, Belgium and Germany. Sweden, France and the United States sent smaller quantities.

Iron Beams.

	Tons.	Dr.
Imports for 1913 into Old Greece..	1,008	230,537
" 1914 into Old Greece	924	224,579
" 1914 into New Greece..	8	2,192
Total for 1914..	932	226,771

Great Britain, Germany and Belgium were the principal sources of origin.

Steel in Bars, Pieces and Plates.

	Tons.	Dr.
Imports for 1913 into Old Greece..	293	144,564
" 1914 into Old Greece..	224	143,775
" 1914 into New Greece..	78	56,410
Total for 1914..	302	200,185

Austria, Great Britain and Germany figured most prominently in these imports. Belgium and France also exported to Greece.

Copper Plates (Up to 2 mm.).

	Tons.	Dr.
Imports for 1913 into Old Greece..	194	418,482
" 1914 into Old Greece..	189	405,657
" 1914 into New Greece..	....	—
Total for 1914..	189	405,657

Great Britain, Germany and Austria were the principal exporting countries. Smaller quantities were obtained from France, Holland and Belgium.

Scrap Brass and Brass in Bars.

	Tons.	Dr.
Imports for 1913 into Old Greece..	11	20,325
" 1914 into Old Greece..	194	348,007
" 1914 into New Greece..	1	5,280
Total for 1914..	195	353,287

Austria and Germany were the principal sources of origin with smaller supplies from Great Britain and very small shipments from the United States.

Brass Sheets (Width 0.05 metres).

	Tons.	Dr.
Imports for 1913 into Old Greece..	240	516,588
" 1914 into Old Greece..	99	212,664
" 1914 into New Greece..	1	3,245
Total for 1914..	100	215,909

Iron and Steel Cable and Wire.

	Tons.	Dr.
Imports for 1913 into Old Greece..	1,440	246,885
" 1914 into Old Greece..	1,880	323,890
" 1914 into New Greece..	85	17,156
Total for 1914..	1,965	341,046

Germany, Holland, Belgium and Great Britain stood first as supplying countries. Austria, France and the United States also sent occasional shipments.

Iron for Building and Other Cast-Iron.

	Tons.	Dr.
Imports for 1913 into Old Greece..	3,143	673,527
" 1914 into Old Greece..	3,987	854,479
" 1914 into New Greece..	571	142,932
Total for 1914..	4,558	997,411

This trade was largely in German hands, while England and Belgium shipped considerable quantities to Greece.

Wrought Iron Articles of All Kinds (Including Railway Material, etc.).

	Tons.	Dr.
Imports for 1913 into Old Greece..	813	871,566
" 1914 into Old Greece..	1,120	1,199,991
" 1914 into New Greece..	673	769,911
Total for 1914..	1,793	1,969,902

Germany and England each exported about 25 per cent of these products. Austria and France were the next competitors.

Nails and Screws.

	Tons.	Dr.
Imports for 1913 into Old Greece..	765	547,439
" 1914 into Old Greece..	900	642,816
" 1914 into New Greece..	1,864	1,598,766
Total for 1914..	2,764	2,241,582

France, Germany, England, Holland and Belgium were the principal supplying countries.

Agricultural Machinery.

	Tons	Dr.
Imports for 1913 into Old Greece..	201	72,130
" 1914 into Old Greece..	365	103,315
" 1914 into New Greece..	99	49,839
Total for 1914..	464	153,154

Belgium, Germany, England, Austria, France and Sweden in the order named were responsible for the bulk of the shipments.

Pumps.

	Tons.	Dr.
Imports for 1913 into Old Greece..	2,906	1,245,865
" 1914 into Old Greece..	2,366	1,013,930
" 1914 into New Greece..	414	207,345
Total for 1914..	2,780	1,221,275

England did slightly over a third of the business, followed by Germany, Austria, Belgium, Italy, France and the United States.

Sewing Machines.

	No.	Dr.
Imports for 1913 into Old Greece..	6,909	449,085
" 1914 into Old Greece..	14,631	951,015
" 1914 into New Greece..	1,759	123,130
Total for 1914..	16,390	1,074,145

The best-known sewing machine in Greece is the Singer, although German, English and other American makes are to be had.

Files.

	Lb.	Dr.
Imports for 1913 into Old Greece..	67,200	14,430
" 1914 into Old Greece..	89,600	19,294
" 1914 into New Greece..	33,600	8,562
Total for 1914..	123,200	27,856

Germany, Austria, England, Holland, France, and the United States were the principal countries of supply.

Metal Toys.

	Lb.	Dr.
Imports for 1913 into Old Greece..	1,027	3,670
" 1914 into Old Greece..	2,324	8,300
" 1914 into New Greece..	.....	—
Total for 1914..	2,322	8,300

Austria and Germany had these imports.

SOUTH AFRICA'S IMPORTS.

Trade Commissioner W. J. Egan.

XVII.

Cotton.

Cape Town, August 5, 1920.—The market in South Africa for cotton and wool piece-goods, in fact for dry goods generally, with the exception of certain lines of underwear, is at present overloaded, and although replacements are at a higher cost than the present landed cost of goods in the warehouses here, there are such large quantities on hand, and coming forward on orders placed some time since, that it is anticipated there will be a considerable drop in prices throughout the Union before the market can clear itself.

Notwithstanding the condition now prevailing, and as is clearly demonstrated in the following tables, the importation into the Union of South Africa of all classes of dry goods, ready-mades, etc., is in very large quantities, and from a recent inspection of samples in Canada it is believed that just as soon as manufacturers in the Dominion are in a position to quote and supply regularly many lines of Canadian piece-goods will find a market in South Africa.

Immediate business is possible in knitted underwear, hosiery, sweaters, scarfs, ladies' knitted coats, bathing costumes, etc., and it is unfortunate that only a few samples of Canadian-made goods in these lines have actually been shown to the trade, although a very large set of samples were sent over last year.

Canadian producers of the items included in this section of the report are urged to concentrate their efforts upon *securing a footing in this market within the coming months,* when the basis of future trade as between the various countries exporting to South Africa will be established for some years to come. The market itself is, in many respects, a permanent and increasing one and offers possibilities unequalled in many other countries.

Cotton Waste.

	1916.	1919.	Decrease or Increase.
Total for the Union	$962,600	$196,780	— $765,820
Canada	—	—	—
United States	47,110	8,790	— 38,320
United Kingdom	872,600	100,960	— 771,640
India	35,100	70,830	+ 35,730
Japan	6,460	18,400	+ 11,940

Owing to the increasing cost of raw material the total value of imports of cotton waste increased from an average of $140,000 a year to $1,007,000 in 1917, but dropped back in 1918 to $669,000. Last year's supply was nearer the normal, as only $196,000 in value was imported. The United Kingdom has always secured the great bulk of this trade, the United States and India sharing about equally in the remainder up to the year 1918, when Japan shipped to a value of $100,000.

Several Canadian dealers have shown an interest in the possibilities of this market and have been advised of the conditions prevailing here in regard to this article, and in view of their expressed opinion that they could secure a share of the trade, arrangements for their representation have been made. If the competition of other sources of supply can be successfully met, then there is little doubt of Canada figuring in the Union's future import returns.

Cotton Piece-goods.

	1913.	1919.	Decrease or Increase.
Total for the Union	$ 8,750,000	$ 16,955,000	+ $8,205,000
Canada	—	1,240	+ 1,240
United States	29,000	1,326,800	+ 1,297,800
United Kingdom	7,150,000	14,198,400	+ 7,048,400
Germany	650,000	7,360	+ 642,640
Italy	385,000	38,900	— 346,100
France	165,000	164,560	— 440
Switzerland	69,000	54,400	— 14,600
Belgium	39,000	150	— 38,850
Holland	49,000	3,800	— 45,200
India	14,000	216,875	+ 202,875
Japan	14,400	887,350	+ 872,950

The above table covers all classes of cotton piece-goods, with the exception of duck used for sails and wagon covers, which is included with canvas and linen goods used for similar purposes and is shown as a separate customs entry.

The average annual importation of cotton goods, prior to the commencement of the war, was about $8,000,000. In 1916 this total jumped to over $14,000,000, and increased again in 1917 to $15,500,000, while in 1918 the enormous figure of $41,865,000 was reached. Last year, as shown in the above table, the total shipment fell back to a fraction less than $17,000,000.

With the exception of one effort, made fifteen years ago, and which, owing to local conditions in Canada, was abandoned shortly afterwards, there has never been any real effort made on the part of Canadian houses to enter this market with cotton piece-goods. The figures of trade appearing in the above table represents mostly certain special lines secured for South African firms by overseas indent houses. There is no doubt that many Canadian lines of flannelette, prints, a considerable range of grey cottons, sheetings and many lines in the finer white goods, would readily find a market in South Africa, providing certain Canadian manufacturers are prepared to offer the same with some guarantee of regular supply.

The United States increase of exports to this country under the heading in question has been on a very general range, but more particularly on the heavier cottonades, denims, drills and lines suitable for the manufacturing of overalls and shirts. The United Kingdom has always held the larger percentage of the trade. The bulk of Germany's trade in the past was on lines of heavy prints, including of course indigo blues in quantity, and which were sold at exceptionally low prices. This trade, which averaged, pre-war, about $850,000 annually, has practically ceased. The other countries which have made much progress in shipments of these lines to the Union are India and Japan. For the future Japan's trade in this class of goods will always be larger than her pre-war average, but a great many of the supplies of 1917 and 1918 will not be repeated, as they were not at all satisfactory, either in quality or delivery methods.

Cotton—Blankets and Rugs.

	1913.	1919.	Decrease or Increase.
Total for the Union	$1,620,000	$3,911,400	+ $2,291,400
Canada	.....	.....	—
United States	490	26,550	+ 26,060
United Kingdom	1,025,000	1,284,500	+ 259,500
Belgium	300,000	2,275	— 297,725
Germany	203,000	.....	— 203,000
France	17,500	199,300	+ 181,800
Italy	37,500	8,075	— 29,425
Holland	.....	80,100	+ 80,100
Japan	.....	2,074,000	+ 2,074,000
India	.....	215,650	+ 215,650

The large percentage of importations under this heading is for the use of the native population, who insist on certain types of patterns and cannot be sold any other line, no matter what value is offered to them. Several samples of the quality and patterns

required have been submitted to interested prospective manufacturers in the Dominion, but so far no advice has been received as to whether an effort is to be made to enter the market here. The quality of the coloured blankets used by the natives is not the woven cotton blanket, but more like the old-time Bolton cloth-finish. Prior to the war the United Kingdom shipped the largest supplies under this entry, due to the fact that, in addition to their supply for the indent trade, they also supplied the ordinary grey and white flannelette blankets for household use. Both Belgium and Germany secured a large pre-war proportion of the native blanket trade. Holland, which had previously only made very small shipments, for some reason was able to ship to a value of $239,000 in 1915, $779,000 in 1916, $863,000 in 1917, and $644,000 in 1918. This import dropped to $80,100 in 1919, as shown in the foregoing table. Japan's exports of cotton blankets and rugs increased from $290 in 1914 to $3,046,000 in 1918, with a continued large export, as shown in the above table for 1919. Japanese manufacturers of these blankets had a golden opportunity to secure and hold a big trade, but unfortunately their shipping methods were of such a character that it will be with considerable difficulty that they will retain this business. There is little doubt of Japan's ability to manufacture the article required, but these blanket shipments occasioned more trouble than any other import received here, while there were many complaints on almost every line. India's share of the trade is not so much on the striped blanket as on the greys and whites with border effect.

Cotton Hosiery and Underclothing.

	1913.	1919	Decrease or Increase.
Total for the Union	$3,400,000	$5,918,600	+$2,518,600
Canada	30	17,425	+ 17,395
United States	80,000	1,240,200	+ 1,160,200
United Kingdom	2,500,000	3,882,525	+ 1,382,525
Germany	340,000	525	— 339,475
Japan	95,000	697,100	+ 602,100
Italy	25,000	525	— 24,475
Switzerland	19,000	50,675	+ 31,675
Holland	5,200	5	— 5,195
France	14,000	7,175	— 6,825
India	.....	19,775	+ 19,775

The figures of trade shown in the above table cover hosiery and knitted cotton underclothing of all kinds. Last year's Canadian total bears out the oft-repeated assertion that many of the lines made in the Dominion would find a ready market in South Africa, if a real endeavour were made. Representation is of course essential, and it is strongly urged that the effort which was made last year, but which unfortunately did not materialize, will be taken up once more.

The comparison of trade of the years 1913 and 1919 in the case of the United States bears out the contention of this office in regard to representation. Moreover, most of the lines imported into South Africa, under this heading, from the United States are just such lines as are successfully made and marketed in Canada. Representation on the spot has brought rapidly increasing business to American manufacturers. This statement also applies to the United Kingdom shippers, who have hitherto held the larger portion of the trade. Germany's pre-war trade was more particularly on hosiery than underclothing. The exports from Japan in 1918 were over $1,000,000, but these dropped during last year to the figure given in the above table. Japan's increase of trade under this heading is really more on certain supplies for native trade, although they have shipped fair quantities of better goods in women's hosiery and open-mesh underwear, also in men's articles of wear, including in the underwear good lines of Balbriggan finish.

Cotton Goods—n.o.d.

	1913	1919.	Decrease or Increase.
Total for the Union	$1,500,000	$1,993,600	+ $493,600
Canada	5	90	+ 85
United States	9,000	51,500	+ 42,500
United Kingdom	1,340,000	1,804,200	+ 453,800
Germany	60,000	.....	— 60,000
Switzerland	11,000	5,540	— 5,460
France	9,300	3,225	— 6,075
Holland	4,500	1,040	— 3,460
Belgium	9,200	10	— 9,190
Japan	10,000	84,225	+ 74,225
Italy	25,000	160	— 24,840
India	12,000	42,000	+ 30,000

The above table includes all other lines of import in cotton goods with the exception of those contained in previous tables in this section of the report and that portion of the next following table referring to duck piece-goods. The value of the total annual import in this classification has arisen within the last ten years from $1,250,000 to nearly $4,000,000, although the figure for 1919 fell back to rather less than $2,000,000. Of the total supply, the United Kingdom has all along secured the biggest share, Japan recently coming into second place, with the United States third. Germany has lost her former trade, averaging $60,000 annually. Switzerland, France, Holland and Italy do not display any regular growth in trade, but vary their annual shipments, the year 1919 giving each a smaller figure than for some years previously. India came into the market in 1913 and appears to have a steadily increasing portion of the trade.

Canvas and Duck.

This customs entry has been divided into two parts for the year 1919 and from now on the value of piece-goods will be shown as a separate item to that of manufactures of canvas and duck.

The total importation of piece-goods for last year was $891,450. Canada's share of this trade was in ducks to a value of $18,200 and the United States $102,300. The United Kingdom, which prior to the opening of the war held 85 per cent of this trade, succeeded in shipping to a value of $369,000 only last year, while Japan's total reached $366,900, this being only the fourth year of Japanese trade here, which commenced in 1916 with a shipment value of $3,650. India secured business under this heading during 1919 to a value of $34,900.

In manufactures of canvas and duck the total imports last year were $36,325, the United States shipping to a value of $4,150, the United Kingdom $32,060 and Japan $790.

Canadian cotton ducks are in very special demand in the South African market both for wagon covering and sailing boat purposes. In the year 1917 the South African Government Stores imported from Canada to a value of $90,850. This was principally for military purposes, but the Railways Department use a considerable quantity of duck. If the Canadian mills manufacturing this article wish to secure and hold the trade in South Africa which is apparent, it would appear that some other system than that of securing trade through the medium of American indent houses should be put into operation. Direct representation in South Africa would bring a more regular flow of orders and prevent the leakage of many indents made for Canadian goods, which often, without any sound reason for the same, are placed with the manufacturers of other countries. The whole proposition, of course, depends on the policy of the Canadian mills making the ducks.

Tents and Tarpaulins.

	1913.	1919.	Decrease or Increase.
Total for the Union	$256,000	$180,600	—$75,400
Canada	.....	1,410	+ 1,410
United States	1,500	1,480	— 20
United Kingdom	229,000	176,950	— 52,050
Belgium	1,100	.....	— 1,100
Germany	22,600	.....	— 22,600
India	.....	585	+ 585

In addition to the above figures of import the South African Government Stores Department purchase to an average annual value of $85,000. As with the figures of trade for 1913 and 1919 in all other years the large proportion of the importation is from the United Kingdom. The bulk of the tarpaulins received is used for railway purposes. Canada is credited with a small shipment in 1919, the first for some years. Belgium and Germany, who formerly held a small portion of the trade, have ceased to send.

THE FISHING INDUSTRY IN THE MAGDALEN ISLANDS.

These islands are situated in the centre of the Gulf of St. Lawrence, about 50 miles from East Point, Prince Edward Island, and the same distance from Cape Breton.

The islands form an arc of a circle open to the southward, and are connected by sand beaches, which form interior bays or lagoons which are the chief means of communication between the different islands during the fishing season. The islands are surrounded by a rectangular plateau approximately 70 miles in extreme length and 35 miles in extreme width, with a maximum depth of water of 20 fathoms (120 feet), and this district forms the best shoal-water fishing grounds in Eastern Canada. The population of the islands, according to the last municipal census, is approximately as follows:—

Entry Island	200	Grand Entry	400
Amherst Island	1,900	Old Harry	100
Grindstone Island	3,200	Grosse Isle	300
Alright Island (House Harbour)	1,200	Wolf Island	50
		Bryon Island	20

This gives a population of over 100 per square mile, as the total area of the islands is between 60 and 70 square miles of arable land.

The fishing equipment owned by the fishermen on the islands is as follows:—

	Number.	Value.
Gasolene fishing boats	650	$225,000
Herring traps	40	60,000
seines	30	30,000
nets	500	12,500
Mackerel nets	5,000	125,000
Lobster traps	10,000	200,000
Cod hooks	450,000	18,000

The fishing industry begins during the month of March, with the seal fishery. The average number of seals caught per year is about 6,000, and there is a steam refining plant on the islands capable of making 2,000 gallons of oil per day.

The herring industry begins about the 1st of May and continues until the middle of June each year, during which time the islands are surrounded by immense schools of herring. Although hundreds of thousands of barrels are taken away each year, and this has been going on for the last sixty years; no diminution of their numbers is noticeable to date. The total number of herring sold each year is about 175,000 barrels. These fish are used for smoking purposes, and for canning, barrelled for export, for lobster bait, both around the islands and on the north shore of Nova Scotia and in Prince Edward Island; for mackerel bait, for the fall mackerel fishery on the

islands, and for fresh cod bait. The banking fleet of Lunenburg, Gloucester, and Newfoundland get the greater portion of their bait during the spring season from the Magdalen Islands.

The lobster industry is the most valuable of the fishing industries of the island. Twelve per cent of the lobsters canned in the world are caught and canned on the Magdalen islands. The average catch during the last five years has been about 17,500 cases per year, which means that at least 1,000,000 lobsters have been taken each year around the island, and instead of the supply diminishing, the season of 1920 has been the best during recent years. The lobster season around the islands begins on the 1st of May and continues until the 20th of July.

The spring mackerel fishery begins about the 20th of May and lasts for about three weeks, during which time Pleasant Bay is the scene of the netting industry for this fish. The average number of barrels taken at this time is about 7,500. This year about 11,000 barrels were taken. The fall mackerel fishing (hook and line) begins about the 1st of August and continues until the last of September. A fair average for the last five years would be about 6,500 barrels for each fall season.

Cod fishing on the islands begins with the arrival of the herring in the spring and continues until the rough weather in the fall compels the fishermen to stop fishing. The cod fishing this year has been a partial failure, but on an average year these islands export about 20,000 quintals, besides shipping several cargoes of salt bulk fish to Gloucester.

The number of lobster factories on the islands is distributed as follows:—

Entry Island	1	Shag Island	1
Amherst Island	4	Old Harry	3
Grindstone Island	6	Grosse Isle	1
Alright Island	2	Wolf Island	1
Grand Entry	5	Bryon Island	2

These factories have a combined capacity of about 25,000 cases per year, and the average pack per factory is greater than in any other district in Canada. There are seven smoke houses with the capacity of 60,000 boxes in all, and these are filled to capacity every year. There is one kippered herring canning plant on the islands, and it produced this year 5,000 cases canned herring, 1,000 cases canned mackerel, and 1,000 cases canned finnan haddie, and was in operation about two months.

The Magdalen islands produce practically all the hay, oats, potatoes, turnips and butter, and the greater part of the beef and pork which are needed by the 7,000 people who live there.

Fuel, building materials, flour, groceries, clothing, boots and shoes, salt, barrels, cans, farming implements, rope and all fishing material and gear, in fact everything used on the islands, except the articles first above-mentioned, must be brought from the mainland. All the fish food products produced on the islands, amounting in value to about $2,000,000 per year, have to be carried to the mainland in order to reach the consumers.

The small fleet of schooners, ten in number, with an average tonnage of about 65 tons each, which belong to the islands, have all they can do to carry from the islands the bulk herring and cod fish, and bring back the fuel and building materials needed; in fact, during the last few years, owing to irregular service by the mail steamer, these schooners have been obliged to carry a part of the goods which the steamer might have brought, and in consequence there has been a scarcity of fuel during the winter, especially in 1919-20, as, although the people of the islands chartered what outside schooners they could get, very few are willing to make trips to the island owing to the shoal water and the absence of harbours around the islands.

SUMMARY OF THE TRADE OF CANADA: MONTH, SIX MONTHS AND TWELVE MONTHS ENDING SEPTEMBER, 1920.

(Compiled by External Trade Division, Dominion Bureau of Statistics.)

Main Groups.	Month of September, 1920.			Six Months ending September, 1920.			Twelve Months ending September, 1920.		
	Total Imports.	From United Kingdom.	From United States.	Total Imports	From United Kingdom.	From United States.	Total Imports.	From United Kingdom.	From United States.
Imports for Consumption.	$	$	$	$	$	$	$	$	$
Vegetable Products	20,061,684	2,556,567	9,415,764	147,624,070	16,617,121	64,505,739	292,570,786	30,352,221	149,802,021
Animal Products	4,959,661	461,562	3,476,826	37,009,942	3,442,666	24,876,389	89,881,606	6,113,997	65,117,150
Fibres and Textile Products	22,005,645	10,763,608	8,332,733	165,714,015	76,846,332	69,554,121	316,385,970	128,983,453	150,546,313
Wood, Wood Products and Paper	5,721,362	303,517	5,243,843	30,057,187	1,544,116	27,451,589	53,586,507	2,418,016	49,515,430
Iron and its Products	24,787,673	1,690,372	22,973,376	140,251,441	8,539,626	130,928,543	237,541,838	12,094,399	224,108,513
Non-Ferrous Metal Products	5,381,172	614,448	4,385,740	31,569,013	3,938,296	26,047,668	61,488,446	5,900,383	52,918,956
Non-Metallic Mineral Products	21,115,153	828,084	19,642,782	97,886,319	5,294,985	88,610,978	160,939,459	9,161,831	144,137,717
Chemicals and Allied Products	3,945,760	544,459	3,013,431	21,626,991	3,553,927	16,379,013	39,560,578	6,078,338	30,583,216
All Other Commodities	7,143,478	1,864,823	4,698,807	41,273,213	11,054,763	27,220,862	73,812,750	16,126,062	52,638,693
Total Imports, 1920	115,121,588	19,627,440	81,183,302	713,012,191	130,831,832	475,574,902	1,325,767,940	217,228,700	919,367,989
1919	85,506,012	8,505,862	65,929,684	451,760,420	39,945,343	357,312,983	886,139,956	79,136,740	700,366,335
1918	71,633,950	6,059,350	58,170,322	485,332,169	33,843,721	407,149,672	898,551,884	70,596,810	739,459,848
Exports (Canadian Produce).	Total Exports.	To United Kingdom.	To United States.	Total Exports.	To United Kingdom.	To United States.	Total Exports.	To United Kingdom.	To United States.
Vegetable Products	22,856,327	7,567,321	6,756,639	161,735,211	56,177,744	37,397,415	374,495,767	171,552,931	66,044,383
Animal Products	20,387,261	9,357,291	8,768,114	97,655,279	50,803,840	36,763,109	263,618,107	105,389,792	117,329,991
Fibres and Textile Products	863,072	124,976	399,675	10,845,913	1,985,914	3,775,453	32,156,794	3,840,743	8,918,936
Wood, Wood Products and Paper	30,694,355	5,911,993	22,381,782	157,447,401	24,181,324	119,168,446	276,794,846	45,255,868	206,686,209
Iron and its Products	6,811,264	1,569,970	2,208,166	40,881,043	11,119,724	13,767,164	82,742,384	18,176,344	26,735,887
Non-Ferrous Metal Products	4,493,340	864,827	3,005,905	24,519,136	4,791,321	17,227,772	57,057,245	9,364,206	39,766,611
Non-Metallic Mineral Products	3,776,935	221,879	2,469,577	22,635,023	1,747,121	12,818,979	41,096,509	3,822,580	23,133,230
Chemicals and Allied Products	1,956,207	495,088	1,009,119	11,099,924	2,258,234	5,676,234	22,268,838	4,002,620	12,312,347
All Other Commodities	2,551,924	154,877	1,176,699	21,961,242	6,020,292	6,339,470	58,688,685	14,055,916	11,918,165
Total Exports, 1920	94,389,685	26,268,222	48,175,676	548,780,172	159,085,514	252,934,042	1,208,919,175	375,461,000	512,845,759
1919	104,994,406	44,799,139	40,781,906	579,353,095	272,777,410	204,116,207	1,210,541,387	549,209,181	433,196,845
1918	136,068,700	71,287,876	38,170,502	585,255,514	264,319,206	225,792,532	1,358,419,580	712,670,484	420,865,838
Exports (Foreign Produce).									
Totals, 1920	2,014,059	119,595	1,767,377	13,086,139	714,556	11,645,674	36,807,793	3,706,382	30,271,404
1919	3,124,709	63,183	2,675,557	23,444,957	3,818,235	18,473,624	58,511,284	17,168,902	33,792,946
1918	4,426,112	2,260,143	1,168,267	17,255,152	6,737,472	7,503,167	42,761,192	15,134,788	20,781,275

TRADE OF MONTSERRAT, 1918.

Lewis M. B. Meyers.

I.

Barbados, September 24, 1920.—Although the Island of Montserrat is the least important of the Leeward Island group, yet it is by no means unimportant from the standpoint of prosperity, as the trade returns for the past five years show an all round increase in both the imports and exports,—with the exception of the imports for 1915, in which a small decrease occurred, and the exports for 1917, when there was a drop of about £7,000 as compared with the export for 1916. With these exceptions, there has been a steady advance in the trade of the island; the imports showing an increase of about £10,000 each year up to 1917, and in 1918—the year under review—there was an increase of about £14,000 over the 1917 figures. In regard to the exports, the increases have been even greater, as in 1916 there was an increase of £28,000 over the 1915 figures, and in 1918 the increase was £23,000 as against the export in 1917. The year under review was a record year for the island, as the imports stood at £71,762 and the exports £87,012, being the highest for any year.

The following table shows the imports and exports for the past five years:—

Year.	Imports.	Exports.
1914	£37,903	£37,336
1915	33,686	43,141
1916	47,123	71,248
1917	57,632	63,982
1918	71,762	87,012

COUNTRIES WITH WHICH THE TRADE WAS DONE IN 1918.

On referring to the table given hereunder, showing the countries with which the trade was done in the year under review, it will be observed that the United Kingdom came first in the list, and the United States second, both in the imports and total trade, while Canada stands third in the total trade (exclusive of the internal trade of the Presidency). The Canadian import in 1917 amounted to £10,237, and in 1918 the figures stood at £14,111, or an increase of £3,874 over those of 1917.

Table showing the total trade for the year under review, and the countries with which it was done:—

Countries.	1918. Imports.	1918. Exports.	1918. Total Trade.
United Kingdom	£17,025	£ 70,521	£ 87,546
United States	15,952	4,922	20,874
Canada	14,111	1,017	15,128
Others	7,758	6,553	14,311
Internal trade	16,916	3,999	20,915
Totals	£71,762	£87,012	£158,774

The Imports.

The principal items in the list of imports for 1918 were: apparel, £1,245; boots and shoes, £1,944; cotton piece-goods, £12,969; fish, including dried and pickled, £2,728; flour, £9,522; hardware, £2,448; meat, pickled pork, £1,329; soap; £1,298; rum, £1,027; shingles, £997; and shooks, £691.

On referring to the statement given below showing the principal imports for the years 1917 and 1918, it will be found on comparison that increases took place in the 1918 import of apparel; boots and shoes, fish, flour (which shows an increase of £4,000); in haberdashery (an increase of about £700); while in hardware the increase was very noticeable, being £1,641. The leather import was nearly doubled; in pickled meats the import showed an increase of about £300; soaps, £686; feedstuffs, £470; and rum about £920.

The principal decreases in the 1918 figures were in beer and ale, cheese, cotton piece-goods, leather, a noticeable drop in manure of £732 (no doubt due to the fact

that a much smaller acreage was put under cane cultivation during the year than in 1917); metals, saddlery and harness. Decreases also took place in pitch pine, white pine and spruce.

The following table gives the quantity and value of the principal imports in 1917 and 1918:—

QUANTITY AND VALUE OF THE PRINCIPAL IMPORTS INTO MONTSERRAT, 1917, 1918.

Articles.	1917. Quantity.	1917. Value.	1918. Quantity.	1918. Value.
Apparel	.....	£ 696	.....	£ 1,245
Bags and sacks..No.	669	516	772	734
Beer and ale..gal.	750	108	56	76
Biscuits, bread, etc..lb.	.....	182	2,735	69
Boot polishes.."	.....	35	998	77
Boots and shoes	.....	1,758	.....	1,944
Brooms and brushes	.....	58	.....	7
Butter..lb.	2,473	370	2,312	318
Candles.."	521	23	375	30
Cattle and other animal food."	14,900	102	74,535	572
Cement..brl.	62	74	37	62
Cheese..lb.	3,907	244	2,970	185
Chemicals	.....	723	.....	299
Coffee..lb.	1,346	36	1,243	41
Cordage and twine..cwt.	64	511	105	747
Cotton, piece-goods..yd.	547,396	13,009	254,778	12,969
Fish—				
Dried..cwt.	1,241	2,320	845	2,281
Pickled..brl.	153	278	163	447
Canned	.....	117	.....	66
Fruit, dried..lb.	658	23	2,307	68
Glassware	.....	383	.....	164
Grain—				
Flour..bags.	2,386	5,518	3,188	9,522
Corn..lb.	.....	.....	1,307	15
Rice."	18,128	209	32,622	656
Oats."	.....	.....	2,464	28
Cornmeal..bags.	.....	.....	299	806
Pulse..lb.	.....	.....	500	10
Grease."	.....	50	1,491	42
Haberdashery	.....	1,659	.....	2,126
Hardware	.....	807	.....	2,448
Hats	.....	389	.....	793
Hemp	.....	238	.....	280
Jewellery	.....	92	.....	169
Lard	.....	208	.....	337
Leather—				
Undressed..lb.	915	97	568	68
Dressed."	607	120	68	10
Manufactures	.....	45	.....	70
Machinery—				
Sugar	.....	652	.....	83
Cotton	.....	313	.....	163
Agricultural	.....	208	.....	61
Other	.....	63	.....	22
Manure	.....	832	.....	100
Matches..gross boxes.	435	61	1,657	434
Meat—				
Pork, pickled..brl.	115	960	112	1,329
Ham and bacon..lb.	2,192	140	870	79
Medicines and drugs	.....	570	.....	953
Metal, iron and steel	.....	639	.....	331
Oils—				
Petroleum..gal.	5,044	312	4,304	440
Fuel."	284	29	512	54
Other."	1,110	336	808	255
Oleomargarine..lb.	6,630	237	5,500	316
Paints and varnishes."	4,979	135	3,863	107
Paper	.....	286	.....	207
Saddlery and harness	.....	225	.....	178
Soap—				
Fancy..lb.	800	22	650	33
Common."	32,410	579	45,625	1,265
Spirits—				
Whisky..gal.	482	414	430	510
Rum."	433	105	3,734	1,027

QUANTITY AND VALUE OF THE PRINCIPAL IMPORTS INTO MONTSERRAT, 1917, 1918.—*Con.*

Articles	1917. Quantity.	1917. Value.	1918 Quantity.	1918 Value.
Stationery	.....	255	.....	219
Sugar—				
Refined, lb.	17,718	227	36,487	531
Unrefined "	.....	.....	5,376	66
Tea "	654	55	1,803	243
Tobacco—				
Unmanufactured "	4,677	213	8,644	365
Cigarettes "	655	133	882	277
Wood—				
Pitch pine ft.	27,736	493	25,000	436
White pine and spruce "	118,735	886	33,000	566
Shingles—				
Cedar and pine No.	192,500	104	48,000	71
Wallaba "	126,000	378	277,000	926
Shooks bunds.	947	1,733	386	691
Wool, manufactures	.....	115	.....	321

CANADIAN IMPORT.

The table given below shows the principal articles in which Canada shared in the import in 1918, giving the total and Canadian quantities and values thereof.

From a perusal of this table it is to be noted that Canada shared in nearly all of the principal articles imported into the island in the year under review, and was responsible for practically the whole of the import in some of the items. The following statement should interest Canadian exporters: boots and shoes while the total import in this item was £1,944, and Canada only £55, it points to the fact that she has made a start in this direction, and in 1917 the import was £95. Cordage and twine: the total import was £747, and of this Canada sent more than half, viz: £432. In regard to dried fish, the figures are very favourable, showing that out of a total import of £2,281, Canada supplied £2,002. In pickled fish a higher percentage was even obtained, the total import being £447 and the Canadian £441. In regard to flour, out of a total quantity of 3,188 bags, Canada contributed 2,975 bags, or nearly the whole import. The next item of interest is the import of white pine and spruce lumber: out of a total of 33,000 super feet, Canada's share was 30,000 or practically the whole of import. In shingles the figures are also very encouraging, as out of a total import of 48,000 cedar and pine shingles, Canada contributed 38,000, or nearly three-fourths. Under the head of metals, the total import of brass, amounting to £32, was done by Canada, although she did not share in the other items under this head, the bulk of the imports coming from the United Kingdom.

Small items of interest in which Canada shared the trade, and in which there is room for an increase are: hardware, medicines and drugs, paper, refined sugar, tobacco and cornmeal.

PRINCIPAL ARTICLES IMPORTED INTO MONTSERRAT FROM CANADA IN 1918 (TOTAL AND CANADIAN IMPORT).

Articles.	Total Import. Quantity.	Total Import. Value.	Canadian Import. Quantity.	Canadian Import. Value.
Cheese lb	2,970	.....	2,113	—
Cordage and twine cwt.	105	£747	68	£432
Fish, dried cwt.	845	2,281	729	2,002
" pickled brls.	163	447	159	441
Flour bags	3,188	9,522	2,975	8,863
Cornmeal	.....	806	.....	39
Pulse lb.	500	10	174	4
Hardware	.....	2,448	.....	69
Metal, brass	.....	32	.....	32
Paints and varnishes lb.	3,863	107	1,020	29
Paper	.....	207	.....	37
Sugar, refined lb.	36,487	531	4,811	84
Tobacco lb.	8,644	365	1,280	49
Lumber—				
White pine and spruce ft.	33,000	566	30,000	496
Shingles No.	48,000	71	38,000	40
Boots and shoes	.....	1,944	.....	55

"TURNOVER TAX," AND IMPORTED AND EXPORTED GOODS IN FRANCE.

(British Board of Trade Journal.)

In the issue of the *Board of Trade Journal* for July 15 [see also *Weekly Bulletin* No. 863, page 464] particulars were given of the provisions of the "turnover" tax (established by the French law of June 25, 1920) in so far as concerned goods imported into or exported from France. The provisions on the subject laid down by the law of June 25 have now been amended by Article 12 of the French finance law of July 31, 1920, which provides that:—

> The tax on imports shall be increased by a percentage equal to the "turnover" tax, when the French or foreign seller has no place of business or branch office in France, and consequently escapes the "turnover" tax.
>
> This increase shall not, however, apply when the seller is established in the country of origin of the goods imported.

Following on this, a ministerial decree (dated August 28) was published in the *Journal Officiel* for August 29 prescribing regulations for the levying of the "turnover" tax on imports. The decree abrogates that of July 1, which formed the subject of the *Board of Trade Journal* notice referred to above. In general, the particulars given in that notice are still applicable, subject to various additions and modifications, the chief of which are given below:—

The taxes of 25 per cent, 15 per cent, 10 per cent, and 1 1-10 per cent are increased by 1 1-10 per cent (i.e., are raised respectively to 26 1-10 per cent, 16 1-10 per cent, 11 1-10 per cent, and 2 2-10 per cent) for the importation of merchandise, the seller of which is established in a country other than the country of origin of the merchandise, when such seller has no place of business or branch office in France, and, consequently, does not pay the "turnover" tax on the sale which he has effected.

Except in cases where it is clear from the documents produced by the importer that the operation is not liable to the supplementary tax of 1 1-10 per cent, exemption from this increase can only be accorded on the following conditions:—

> The importer must present, either in original or in a copy certified by the French consular authority or local authority, the invoice containing the name, address, and trade of the seller, and the place where the sale has been invoiced; if the invoice cannot be produced, the importer must present a certificate from the French consular authority or from the local authority declaring, on the basis of books or other proofs produced, the kind and quantity of the goods, and the name, address, and trade of the person who has effected the sale.
>
> These documents must prove that the seller is established in the country of the origin of the goods, and that the sale has been effectively concluded in that country.
>
> If the importer demands to be exempted from the supplementary 1 1-10 per cent on the ground that the seller has a place of business or branch office in France, exemption will only be accorded after a written declaration has been made attesting that the sale in question will be entered in the books of the said place of business or branch.

The present decree lays down the following classes of operation are exempt from the taxes imposed by the laws of June 25 and July 31, viz:—

(1) Goods declared for warehousing, ordinary "temporary importation," transit, transhipment, or bonding.

(2) Personal belongings, furniture, tools, instruments, and materials which are being used and which are exempt from customs duties and internal taxes.
(3) Goods and packages returned to France.
(4) Goods exempt from customs duty, entrepôt surtax, surtax of origin and internal tax, and not prohibited, in respect of which the importers furnish a bond to pay the tax leviable, increased by interest, on quantities which are not reshipped abroad within one year.
(5) Products of French sea fisheries.
(6) Importation on bread and pharmaceutical specialties (which pay a tax of 10 per cent under a law of December 30, 1916).

The exemption provided above for ordinary "temporary importation" trade does not apply to the special "temporary importation" trade (suspension of import prohibitions and "coefficients of increase").

AUSTRALIAN CUSTOMS DECISIONS.

(British Board of Trade Journal.)

The following customs by-laws have been received adding to the lists of articles which may be imported into the Commonwealth of Australia at the rates of duty leviable on recognized "minor articles" and "tools of trade":—

Minor Articles for Use in the Manufacture of Goods within the Commonwealth. By-Laws Nos. 477 and 478.

The following items are added:—
Galvanizing—
Chloride of ammonia.
Helmets—
Pith bodies for.

Tools of Trade for Artisans and Mechanics, and Tools in General Use. By-Law No. 476.

Pattern moulds for use in the manufacture of metal toys, when not made wholly of wood and not being machines.

Minor Articles for Use in the Manufacture of Goods within the Commonwealth. By-Laws Nos. 481, 492, 494.

The following items are added:—
Boots, shoes and slippers—
Millboard used in the manufacture of shanks, toe puffs, stiffenings, and similar articles.
Pneumatic rubber tyres—
Braided wire.

Provided security be given by the owner that these articles will be used only for the above purposes, and that evidence of such use be given to the satisfaction of the collector within six months after delivery by the customs.

Apparel—
Suspender fittings.

Machine Tools and Parts. By-Laws Nos. 493, 495.

The following items are added:—

Metal working—

Hydraulic extrusion press.

Pneumatic rivet cutters.

[Note.—But not the motive power, engine combination, or power connections, if any, when not integral parts of the above machines.]

The rates of duty leviable on recognized "minor articles" and "machine tools" are:—

Under the British Preferential Tariff.....Free.

Under the General Tariff..10 per cent. *ad valorem.*

PREFERENTIAL TARIFF IN BRITISH HONDURAS.

The following is a translation of a cable which has been addressed to the Minister of Trade and Commerce from the Governor of British Honduras:—

"British Honduras customs tariff has been altered October 12, giving preference to British Empire, in accordance with terms of agreement."

PROPOSED TARIFF CHANGES IN ARGENTINE REPUBLIC.

The British Commercial Secretary at Buenos Aires reports, by telegraph, that a Bill has been passed by the Argentine Chamber of Representatives, and is now before the Senate, providing for the suspension, for one year, of the export duty on wool (washed and unwashed), ox hides, horse hides, and sheep skins, and for the exemption of the following goods from import customs duty: Coarse woollen cloth for the manufacture of articles of clothing, and industrial products directly intended for the local manufacture of thick cloth for clothing.

WEDDEL'S DAIRY PRODUCE ANNUAL REVIEW.

Following are extracts from the twenty-sixth annual review of the imported dairy produce trade of the well-known firm of W. Weddel & Co., Ltd., London. It covers the year ended 30th June, 1920:—

GENERAL RETROSPECT.

During the past twelve months the country has been gradually gaining release from war conditions, but the process has been attended with unexpected difficulty and anxiety.

Many of the essential foodstuffs imported into this country are now practically free from Government control. In the dairy produce trade, cheese is available for importation and distribution through pre-war channels, but is still partially under maximum price limitations. Home-made butter has been accorded a free market, but imported butter is still rigidly controlled in every direction.

Wide fluctuations in prices have to be recorded. In pre-war days, market movements were as a rule restricted within the limits of a few shillings per hundredweight, but, during the war and since, prices have fluctuated to a much more pronounced extent.

The last twelve months have brought no relief from the acute shortage in butter supplies; and the immediate outlook, so far as imports are concerned, is as bad as it has been at any time since 1914.

Five years of scanty "rations" and indifferent quality have driven people to accept substitutes; and the demand for high-class margarine has now become a permanent feature of the provision trade.

The weekly "ration" of imported butter for the coming winter is expected to be only 1 ounce per person, and the official price about 3s. per pound or even more. To many people it has become a matter of indifference whether or not they receive that microscopic "ration." They are compelled to use margarine to supply the greater part of their requirements, and find it is not worth their while to trouble about obtaining dear, and often indifferent, butter for the balance.

Margarine now represents 75 per cent of the country's consumption of edible fats, and might well be recognized as the public's main source of supply. It is obtainable in sufficient quantities, of satisfactory quality, and at reasonable prices.

TABLE SHOWING COMBINED SUPPLIES OF BUTTER AND MARGARINE.

	1914-15.		1919-20.	
Butter—	Tons.	Tons.	Tons.	Tons.
Home supply (estimated) ..	50,000		50,000	
Imported..	190,000		80,000	
		240,000		130,000
Margarine—				
Home supply (estimated) ..	115,000		320,000	
Imported..	82,000		40,000	
		197,000		360,000
		437,000		490,000

The above table not only reveals the extent to which the people of this country now have to rely upon margarine to make up for the shortage in butter, as compared with the position of 1914-15, but also shows very clearly that the people are actually consuming more of these two commodities than under pre-war conditions.

The consumptive demand for cheese during the whole year was excellent. From all quarters there were reports of a phenomenal counter trade pointing to an increase in popularity for this wholesome article of food. At 1s. 6d. to 1s. 8d. per pound, cheese is relatively one of the cheapest articles of essential food sold in the United Kingdom.

Another thing which has strengthened the demand for cheese in this country is the excellent quality of the great bulk of Government imports. New Zealand cheese especially has, as a rule, reached the consumer in prime condition. Government control has done a great deal of damage to the butter trade of this country, but it is some consolation to know that the cheese trade is likely to be handed back to the private trader in relatively better shape than formerly. The consumptive demand has enormously increased; home production and imports look like establishing new records; cheese has become a more popular article of everyday household use; and, as a rule, all branches of the trade appear to be able to dispose of their produce at a reasonable profit.

An interesting development in the colonial dairy produce trade has been the entry of the British Co-operative Wholesale Society into the open markets of New Zealand, in search of consignments of cheese and butter. Any one with a knowledge of the co-operative movement in England is well aware that its avowed object is to secure goods at the lowest possible price for the consumer; and by co-operative trading, it seeks to eliminate that competition among buyers which tends to raise prices. On the other hand it is generally assumed that co-operation, as understood and practised by the dairy farmers of New Zealand, besides aiding production, aims at fostering competition among buyers, so as to secure the highest possible market price for their produce. It is obvious that the two policies are the antithesis of one another, and it will be interesting to see how they are to be combined.

BUTTER—IMPORTS AND PRICES.

Imports of butter into the United Kingdom from all sources during the twelve months ended June 30, 1920, totalled 80,748 tons, against an average importation of 210,000 tons before the war. Attracted by the higher prices obtainable through decontrol of English butter the home supply was probably larger than usual. Exact figures are not available, but in any case, the production of English butter has no great effect on the general situation. Restrictions on the export of Irish butter were removed on April 1; and during April, May and June, traders tasted the delights of handling "free butter" once more. After years of "Government butter" the sweet, fresh-flavoured Irish butter was much appreciated. The supply from Ireland, however, was somewhat restricted, as just when Irish creameries were in a position to send along the flush of their production, Sinn Fein and labour troubles in that "distressful country" were at their height. This Irish butter realized from 280s. to 320s. per hundredweight.

Apart from Irish and English butter, all available supplies were for account of the Ministry of Food, which continued to distribute its purchases through the usual trade channels *pro rata* to the traders' registrations in 1916.

Throughout the year, Government butter was rationed out to the public in fixed quantities at fixed prices. As from May 30, the rationing of butter ceased, and ration tickets were no longer necessary. Maximum prices, however, remained in force, and retailers continued to draw their supplies of Government butter through the same channels and on the same basis of distribution as formerly.

The Ministry of Food remains the sole importer of butter, and that "control" is likely to be maintained until next spring, at least.

From July, 1919, to January 26, 1920, the wholesale price of Government butter was 2s. 3d. per pound, and the retail price 2s. 6d. per pound. Until February 23 it was 2s. 5d. wholesale and 2s. 8d. retail. From February until the end of June the price was 2s. 8½d. per pound wholesale and 3s. retail. Towards the end of June the competition of Irish butter compelled the ministry to reduce its prices to 2s. 4½d. wholesale and 2s. 8d. retail.

The "ration" of butter distributed by the Food Ministry varied according to supplies, fluctuating between 1 ounce and 2 ounces per person per week. During July, 1919, it was on a basis of 2 ounces; in August and September, 1½ ounces. For a week or two in October and November it was 1 ounce, then for a few weeks 1½ ounces, until on December 15 it was back to 1 ounce. From April 19 the quantity was raised to 1½ ounces, and this distribution continued until the end of the season.

In 1918 the Government bought the whole exportable surplus of New Zealand and Australia for the seasons 1918-19 and 1919-20, consequently all New Zealand and Australian butter landed during the past twelve months was part of that contract, which must have been one of its most profitable purchases, as only 181s. per hundredweight f.o.b. was paid for New Zealand and 175s. per hundredweight f.o.b. for Australian. Both New Zealand and Australia have felt very sore about this deal.

Importations from New Zealand last year amounted to only 12,586 tons, as compared with 18,179 tons in the preceding year, and 16,609 tons in 1913-14. From Australia 15,754 tons were received, against 16,342 tons in 1918-19, and 20,076 in 1913-14.

During the year, 34,591 tons were imported from Denmark. This butter was purchased direct under contracts made quarterly by the Ministry of Food with the Danish Butter Export Committee. It is reported that kr.6.40 per kilogramme c.i.f. was paid for winter butter in 1919, and kr.5.50 per kilogramme for summer butter. The 1920 prices were arranged in English currency, 270s. c.i.f. being paid for spring production, and 245s. c.i.f. for June butter.

During the year, 2,289 tons of Dutch butter were imported from Holland at a cost of about 280s. c.i.f.

From the United States, 4,655 tons were received. In this case the Ministry acted through their buying agents, who purchased available butter under a limit fixed by the Ministry, which is reported to have been about 53 cents per pound, or, at an exchange of dollars 3,80, equal to 307s. per hundredweight f.o.b. Canada sent 2,424 tons, mostly bought at 54 cents, which, at say 4 dollars to the £, represents about 300s. per hundredweight f.o.b.

The Ministry of Food acted in the Argentine through a butter buying commission, who made various contracts for the bulk of the exportable surplus. The price paid to the Argentine was equivalent to about 181s. per hundredweight c.i.f., and 5,369 tons arrived from this quarter during 1919-20.

The absence of Siberian butter continues to cause a big reduction in the total volume of imports. This market used to absorb 30,000 to 40,000 tons of butter from Russia every year, but during the past year only one small lot of 812 tons came to hand.

The quality of much of the Government butter has been very unsatisfactory, notably Danish and Dutch. The quality of New Zealand and Australian butter was fully maintained, especially Australian, which has been noticeably improving since Commonwealth grading was substituted for State grading. It is to be regretted that the Danes have not maintained their usual high standard of quality. It is possibly due to so much of their finest butter having been selected to fill their United States orders.

SHIPMENTS OF EUROPEAN BUTTER TO UNITED STATES.

Since the beginning of 1920 many shipments of Danish, Dutch, and Argentine butter have been diverted to the United States. The figures of this new trade are as follows:—

Imports of butter into United States for 6 months ending 30th June, 1920:—

Danish	3,105	tons
Dutch	800	"
Argentine	500	"
	4,405	"

In addition there were due to arrive in July no fewer than 61,000 casks of Danish and Dutch butter, and 3,654 boxes of Argentine, a further total of 3,141 tons. Included in these figures is the largest single shipment of butter ever made to the States, consisting of 44,000 hundredweight of Danish per *Mahia* (s.s.).

In the ordinary course of business every ounce of this butter would have come to the markets of Great Britain; and it was sold to America not at extravagant prices, but at prices which would have been gladly paid by the British public. For instance, the *Mahia* shipment referred to, was sold at the equivalent of about 2s. 8d. per pound c.i.f. New York; and the general range of prices was between 2s. 6d. and 3s. Under normal conditions all this butter would have been brought to the United Kingdom by private traders; but the Government's regulations, by forbidding all private imports, aggravated the shortage and restricted competitive selling, which, after all, is one of the best cures for high prices.

CHEESE IMPORTS AND PRICES.

The detailed imports of cheese to the United Kingdom for the year ending 30th June, 1920, will be found elsewhere in this Review, but special attention must be drawn to the largely increased quantity received from New Zealand. The total imports from that quarter amounted to 72,851 tons, which constitute a record. Before the war the imports from New Zealand did not exceed 30,000 tons annually.

Government Cheese.

Despite changes in the policy regarding "free" cheese, the Ministry of Food continued throughout the whole year to distribute the stocks of Government cheese by monthly allotments to the trade, on the basis of the scheme which was inaugurated in 1917. This Government cheese consisted mainly of New Zealand and Australian, but was augmented from time to time by purchase of Canadian, South African, Dutch, and English.

The New Zealand and Australian cheese formed part of the purchase of the whole exportable surplus of these countries for the years 1918-19 and 1919-20 made by the Food Ministry in 1918 at 10¾d. per pound for New Zealand and 10¼d. per pound for Australian, f.o.b. The balance of the 1919 make of Canadian cheese was purchased by the Ministry, and it was reported that the price paid was 1s. to 1s. 1d. per pound, delivered Montreal.

Government cheese has never been rationed to the public in the same way as butter, but has been distributed *pro rata* to the trade, the quantities being based upon the individual grocers' requirements in 1916. The monthly allotment varied according to the available supplies at the disposal of the Ministry, but was never below 50 per cent of the requirements, except for the month of August, 1919, when it was 33⅓ per cent. The October distribution was on the basis of 100 per cent of 1916 requirements, but during the other months of the year under review it was from 50 per cent to 75 per cent.

From July to the end of November, 1919, the controlled retail price of Government cheese was 1s. 6d. per pound. From December until the end of June, 1920, it was 1s. 8d. per pound.

Free Cheese.

It will be remembered that in May, 1919, Canadian, American, and Dutch cheese were released from control provided a maximum retail selling price of 1s. 6d. per pound was maintained. The demand for this "free" cheese was so great that the price of Canadian was soon rushed up to 160s. to 164s. per hundredweight, with the result that it became impossible for the average retailer to handle it so as to make any profit at the maximum of 1s. 6d. per pound.

Rather than increase that price the Food Ministry decided to reimpose control. On August 2, 1919, after three months of "free" cheese, the Food Controller announced that all cheese shipped to the United Kingdom after 1st August would be requisitioned on arrival by the Ministry at 1s. 2d. per pound, landed terms. The effect of this order was to put a complete stop to private trading in imported cheese, as it was, of course, impossible to purchase on a basis of 1s. 2d. per pound. Throughout the winter there were constant rumours that control was definitely coming off, but the spring of 1920 was well advanced before any change took place.

At the end of April the welcome announcement was made that the Government had decided not to make further purchases of cheese, and that for the future private traders were free to purchase and import cheese from any source except Australia and New Zealand, the Ministry of Food having already secured the exportable surplus in these countries for the 1919-20 season of production. The maximum retail price of 1s. 8d. per pound remained in force until 24th May, when it was abolished, and Canadian, American and Dutch cheese became thenceforth once more entirely free from Government control and restriction of every kind. In consequence of the Government continuing to market their Cheddar cheese freely at 1s. 8d. per pound, free cheese has been sold at or under that figure.

During the earlier months of 1920, Holland shipped large quantities of Edam and Gouda cheese to the United Kingdom, which, arriving at a time when cheese was short and in good demand, found a ready sale at prices ranging from 1s. to 1s. 2d. per pound for 20/30 per cent cheese, and 1s. 4d. to 1s. 5d. per pound for full cream. Later in the year these supplies were directed to Continental markets, where higher prices were obtainable.

DRIED MILK.

The possibilities of the milk powder industry continue to attract attention. Considerable quantities have been received from Holland, America, and New Zealand; and, in addition, there is a steady home production.

Plans are afoot in various dairy produce countries for increasing the production of milk powder; but, before this market can absorb any greatly augmented supplies, new and increased uses for dried milk will have to be found; and our opinion is that manufacturers should go slowly. Any sudden big increase in our imports of dried milk might have the effect of bringing prices down to an unproductive figure. Much of the imported milk powder is not soluble, which tends to restrict the sale; but, so soon as solubility can be guaranteed, this article would undoubtedly find larger outlets.

MARGARINE.

In 1914 the British margarine makers were turning out 1,500 tons per week, while importations, principally from Holland, amounted to 1,000 to 2,000 tons per week, or 82,000 tons per annum. During the early stages of the war, imports fell off appreciably, and stopped almost entirely in 1918. By 1917, the British manufacturers were able to supply the entire margarine requirements of the country—5,000 tons weekly. The consumption has now increased to about 7,000 tons per week, of which nearly 6,000 tons are British-made and only 750/1,000 tons imported.

Notwithstanding this enormously increased demand for margarine, brought about by the shortage of butter, prices for margarine have not advanced to the same extent as those of butter. Before the war margarine was selling at 6d. to 1s. per pound retail, according to quality, while prices now range between 1s. and 2s. per pound.

TABLE I. IMPORTS OF BUTTER INTO THE UNITED KINGDOM FOR THE TEN YEARS ENDED 30TH JUNE, 1920.

Year ended 30th June.	British.					Foreign.									Grand Total.
	Australia	Canada	New Zealand	South Africa	Total British	Argentina	Denmark	France	Holland	Norway	Russia	Sweden	Other Countries	Total Foreign	
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
1911	44,395	776	15,852	.....	61,023	932	88,379	14,665	6,272	1,295	30,201	18,671	1,352	161,767	222,790
1912	33,677	2,997	16,183	.....	52,857	2,603	80,398	8,333	5,337	1,615	30,757	17,123	1,172	147,338	200,195
1913	26,414	.....	13,416	.....	39,830	4,400	82,546	13,167	6,584	1,211	35,194	16,000	378	159,480	199,310
1914	26,076	41	16,609	.....	42,726	2,358	88,935	11,328	7,572	778	41,056	17,996	665	170,708	213,434
1915	21,848	443	17,920	.....	40,211	4,314	82,258	17,651	7,452	2,580	26,537	7,993	1,394	150,179	190,390
1916	6,363	1,188	18,371	.....	25,922	5,791	54,662	12,748	640	1,087	41,723	2,898	2,880	122,429	148,351
1917	28,012	5,360	16,639	1,836	51,847	5,041	50,445	4,565	4,411	6	.....	2	7,374	71,844	123,691
1918	27,007	1,266	17,841	766	46,940	13,199	9,237	1,448	1,557	.....	.....	.....	6,543	31,984	78,924
1919	16,342	3,415	18,179	845	38,781	16,646	2,856	47	82	.....	.....	.....	12,343	31,974	70,755
1920	15,754	2,424	12,586	.....	30,764	5,369	34,591	201	2,289	414	812	.....	6,308	49,984	80,748

TABLE II. AVERAGE WHOLESALE LONDON TOP PRICES OF SALT BUTTER, PER CWT.

For the Year ending 30th June	These are Quotations for Choicest Quality.												
	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Danish, Sweden	116 3	122 2	116 8	132 2	127 3	125 2	143 8	173 2	207 8			
French	111 6	117 10	119 0	138 4	125 6	125 2	133 3	153 4	No sale			
New Zealand	111 9	115 5	109 1	125 8	117 4	116 3	136 5	161 3	200 4	252 0	248 5	271 11
Australian	106 9	111 9	105 6	121 9	112 1	111 9	131 5	153 3	197 10			
Russian	106 7	109 4	103 6	119 10	109 1	107 0	126 2	133 1	.....	.....	.....	.....

Table III. Imports of Cheese into the United Kingdom for the Ten Years ended 30th June, 1920.

Year ended 30th June.	British Dominions.					Foreign.						Grand Total
	Australia	Canada	New Zealand	South Africa	Total British	Holland	Italy	Switzerland	U.S. America	Other Countries	Total Foreign	
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
1911	617	76,457	20,256	.....	97,330	11,284	4,092	547	7,045	1,166	24,134	121,464
1912	93	72,690	24,993	.....	97,775	11,137	3,957	612	2,470	887	19,063	116,838
1913	238	66,424	29,489	.....	96,151	14,044	4,897	606	842	856	21,245	117,396
1914	1,067	60,763	33,856	.....	95,686	14,882	5,455	641	1,169	1,062	23,209	118,895
1915	1,048	62,192	32,515	.....	95,757	14,940	4,599	263	15,106	657	35,563	131,320
1916	.....	70,341	32,563	.....	102,904	187	2,397	325	19,279	471	24,842	127,246
1917	2,214	88,485	24,039	24	114,762	14,318	409	108	14,485	301	29,621	144,383
1918	3,304	71,627	35,417	.....	110,348	7,490	.....	.....	14,325	100	21,915	132,263
1919	4,722	48,513	37,347	776	91,358	4,113	.....	.....	11,837	800	16,750	108,108
1920	3,753	42,542	72,851	14	119,160	5,031	31	744	4,134	4,524	14,464	133,624

Table IV. Average Wholesale London Top Prices of Cheddar Cheese per Cwt.

For the Year ending 30th June	These are Quotations for Choicest Quality.											
	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
Canadian	63 0	60 6	59 8	71 5	64 3	68 3	83 8	94 0	131 0	130 8	155 4	
New Zealand	62 10	58 9	59 1	69 10	62 6	66 0	84 7	93 7	101 9*	130 8	155 4	154 0

*Average for 4 months.

THE WEST AFRICAN MARKETS.

(*British Export Gazette.*)

How vastly different are the economic interests of the British West African Colonies of Northern and Southern Nigeria, Gambia, Sierra Leone, and the Gold Coast now from what they were only six short years ago is evident from the fact that, whereas in 1913 the exports of agricultural and plantation products to the United Kingdom were valued at no more than three and a quarter millions sterling, they to-day amount to upwards of 20 millions. That is, of course, to some extent explained by the high prices now obtained for the class of produce shipped from West Africa, and partly also by the diversion to England of that proportion of the imports, particularly oil-bearing seeds and nuts, formerly absorbed by the German Republic. A third reason, and an important one, is that, as a result of the additional capital constantly being invested in the Colonies, greater enterprise shown, and better and more modern methods pursued, production is now in much larger volume than at any former period. In regard to the last, a great deal of very useful work has been undertaken by the respective Governments in educating native owners to improve upon their old happy-go-lucky procedure, and in inducing them to adopt up-to-date implements, quite apart from the operations of the big enterprises, such as that of Messrs. Lever Bros., Ltd., that have been established by European initiative, and carried on under European control, with the result in each case that these Colonies are now becoming very valuable markets indeed for agricultural appliances of wide range in addition to the ordinary articles of commerce.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in Western Division and at Public Elevators in the East; also U.S. Atlantic Seaboard Ports.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending October 22nd, 1920.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
Fort William—	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
C. P. R.	1,310,637	130,680	108,541	69,305	.....	1,619,163
Empire Elevator Co.	Now Oper	ating unde	r a Privat	e Termina	l Elevator	License.
Consolidated Elevator Co.	1,224,753	156,238	27,409	45,079	564	1,354,043
Ogilvie Flour Mills Co.	630,644	52,830	141,136	.....	24,872	849,482
Western Terminal Elevator Co.	956,642	87,786	18,493	44,440	9,044	1,116,405
G. T. Pacific	554,325	151,609	40,303	26,100	12,472	784,809
Grain Growers' Grain Co.	1,145,800	555,767	136,659	.....	41,157	1,879,383
Fort William Elevator Co.	659,050	251,608	62,628	46,907	40,710	1,060,903
Eastern Terminal Elevator Co.	Now Oper	ating unde	r a Privat	e Termina	l Elevator	License.
Northwestern Elevator Co.	557,971	67,772	24,371	45	6	650,165
Port Arthur—						
Port Arthur Elevator Co.	1,499,665	461,225	162,240	3,205	23,256	2,149,591
Sask. Co-op. Elevator Co.	1,799,878	119,841	37,607	73,182	12,408	2,042,916
Canadian Government Elevator	331,112	199,520	36,378	163,385	15,960	746,355
Thunder Bay	Now Oper	ating unde	r a Privat	e Termina	l Elevator	License.
Davidson and Smith	9,604	1,255	15	.....	201	11,045
Eastern—Richardson	Now Oper	ating unde	r a Privat	e Termina	l Elevator	License.
Total Public Terminal Elevators	10,780,081	2,136,131	795,750	402,343	249,955	14,264,260
Total Private Terminal Elevators	1,825,603	780,559	100,543	87,769	12,331	2,806,805
Saskatoon Can. Govt. Elevator	19,025	7,710	181	1,654	.....	28,570
Moosejaw Can. Govt. Elevator	134,119	68,962	.....	1,302	4,257	208,640
Calgary Can. Govt. Elevator	93,421	93,350	9,059	29	7,142	203,001
Vancouver Can. Govt. Elevator	1,741	594	.....	1,429	.....	3,674
Total Interior Terminal Elevators	248,306	170,616	9,240	4,414	11,399	443,975
Depot Harbour			None in	Store.		
Midland—						
Aberdeen Elevator Co.	2,100	74,000	71,042	.....	.....	147,142
Midland Elevator Co.	74,475	.....	.....	.....	.....	74,475
Tiffin, G.T.P.	254,386	.....	39,885	.....	50,880	345,151
Port McNicoll	270,484	77,170	.....	.....	.....	347,654
Collingwood	.....	.....	.....	.....	.....	—
Goderich—						
Elevator and Transit Co.	93,116	2,699	.....	.....	.....	95,815
West. Can. Flour Mills Co., Ltd.	146,251	.....	.....	.....	.....	146,251
Toronto—						
Campbell Flour Mills Co.	26,379	16,078	7,058	.....	.....	49,515
Kingston—						
Montreal Transportation Co.	.....	.....	.....	.....	.....	—
Commercial Elevator Co.			Not Re	ported.		
Port Colborne Dom. Govt. Elevator	673,036	.....	.....	.....	.....	673,036
Maple Leaf Milling Co., Ltd.	51,243	.....	.....	.....	.....	51,243
Prescott	.....	.....	.....	.....	.....	—
Montreal—						
Harbour Commissioners Nos. 1 & 2	3,114,043	365,971	298,836	7,256	.....	3,786,466
Montreal Warehousing Co.	1,087,165	23,259	.....	.....	.....	1,110,424
Ogilvie Flour Mills Co.	234,358	.....	342	.....	.....	234,700
Quebec Harbour Commissioners	2,629	7,799	.....	.....	.....	10,428
West St. John, N.B., C.P.R.			None in	Store.		
St. John, N.B., Can. Nat. Rys.			"	"		
Halifax, N.S., " "			"	"		
Total Public Elevators	6,030,025	566,976	417,163	7,256	50,880	7,072,300
Country Elevators			Not a	vailable.		
U.S. Atlantic Seaboard Ports—						
Portland, Maine			Not O	perating.		
Baltimore, Maryland	317,721	.....	.....	.....	24,956	342,677
Total U.S. Atlantic Seaboard Ports	317,721	.....	.....	.....	24,956	342,677
Total quantity in store	19,101,736	3,654,282	1,322,696	501,782	349,521	24,930,017

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Public Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East, for the week ending October 22, 1920.

Grades.	Account Imperial Government	Public Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard		24,346	6,967		31,313
No. 1 Northern		4,752,505	106,836	3,382,969	8,242,300
No. 2 "		2,566,356	64,488	1,256,402	3,887,246
No. 3 "		2,211,60	18,761	537,166	2,767,529
No. 4 Wheat		363,408	5,233	64,224	432,865
No. 5 "		47,081	1,471	11,616	60,168
No. 6 "		13,830			13,830
Other		700,953	44,560	777,648	1,523,161
Totals		10,680,081	248,306	6,030,025	16,958,412
Oats—					
No. 1 C.W.					—
No. 2 "		420,404	53,889	200,418	674,711
No. 3 "		790,403	47,780	58,574	896,757
Ex. No. 1 Feed		41,264	9,000	1,882	52,166
No. 1 Feed		172,054	9,864	9,629	191,547
No. 2 "		374,800	4,758	38,834	418,394
Other		337,204	45,305	257,639	640,148
Totals		2,136,131	170,616	566,976	2,873,723
Barley—					
No. 3 extra C.W.		1,927		342	2,269
No. 3 C.W.		224,155	181	246,770	471,106
No. 4 "		206,597	4,295	41,595	252,347
Feed		129,614	1,717	9,308	140,639
Rejected		142,900		100,900	243,800
Other		90,627	3,117	18,248	111,992
Totals		795,750	9,240	417,163	1,222,153
Flax—					
No. 1 Northwestern Canada		242,221	1,330		243,551
No. 2 C.W.		81,540	1,056		82,596
No. 3 "		45,005	124		45,129
Rejected			475	7,256	7,731
Other		33,577	1,429		35,006
Totals		402,343	4,414	7,256	414,013
Rye—					
No. 1 C.W.		142,282	7,060		149,342
No. 2 "		68,118	4,244		72,362
No. 3 "					—
No Grade		2,383			2,383
Rejected		9,321	19		9,340
Other		27,851	76	50,880	78,807
Totals		249,955	11,399	50,880	312,234
Total quantity in store		14,264,260	443,975	7,072,300	21,780,535

RICE STRAW AS RAW MATERIAL IN THE PAPER INDUSTRY.

According to *Eastern Engineering*, a combine of Dutch paper manufacturers proposes to establish a factory in the Dutch East Indies for the manufacture of paper from rice straw. It is stated that excellent writing paper has already been made from this material.

Quantity of Canadian Wheat and other Grain in store at Public Terminal Elevators, Private Terminal Elevators, Interior Terminal Elevators, Country Elevators, U.S. Atlantic Seaboard Ports and Public Elevators in the East, on October 22, 1920, with comparisons for five years.

—	Wheat.	Other Grains.	Total.
	Bushels.	Bushels.	Bushels.
October 22, 1920—			
Public Terminal Elevators	10,680,081	3,584,179	14,264,260
Private " "	1,825,603	981,202	2,806,805
Interior " "	248,306	195,669	443,975
Country Elevators	Not	Available.	
U.S. Atlantic Seaboard Ports	317,721	24,956	342,677
Public Elevators in the East	6,030,025	1,042,275	7,072,300
Total	19,101,736	5,828,281	24,930,017
October 24, 1919—			
Public Terminal Elevators	3,482,058	3,730,087	7,212,145
Interior " "	883,388	288,381	1,171,769
Public Elevators in the East	11,123,538	1,678,078	12,801,616
Total	15,488,984	5,696,546	21,185,530
October 25, 1918—			
Public Terminal Elevators	9,101,251	3,605,262	12,706,513
Interior " "	2,128,166	412,591	2,540,757
Public Elevators in the East	3,809,507	1,005,334	4,814,841
Total	15,038,924	5,023,187	20,062,111
October 28, 1917—			
Public Terminal Elevators	5,861,978	4,598,544	10,460,522
Interior " "	454,991	191,598	646,589
Public Elevators in the East	7,670,691	832,494	8,503,185
Total	13,987,660	5,622,636	19,610,296
October 27, 1916—			
Public Terminal Elevators	9,131,256	5,164,701	14,295,957
Interior " "	313,364	60,465	373,829
Public Elevators in the East	6,719,420	8,859,146	15,578,566
Total	16,164,040	14,084,312	30,248,352
October 29, 1915—			
Public Terminal Elevators	14,777,510	3,444,416	18,221,926
Interior " "	109,852	60,994	170,846
Public Elevators in the East	5,067,656	919,930	5,987,586
Total	19,955,018	4,425,340	24,380,358

TIMBER DECK LOADS TO GREAT BRITAIN.

It is announced in the *United States Commerce Reports* that the British Board of Trade has decided to withdraw all concessions in connection with the carriage of timber deck loads to the United Kingdom which were made during the war and allowed during the winter of 1919-20, and the strict requirements of section 10 of the British Merchant Shipping Act, 1906, and of the regulations made thereunder will be in force during the coming winter.

Receipts and Shipments of the different kinds of Canadian Grain at the Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in the Western Division, and Public Elevators in the East; also U.S. Atlantic Seaboard Ports for the week ending October 22, 1920.

PUBLIC TERMINAL ELEVATORS.

		Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Receipts	Rail	5,043,378	936,923	253,086	110,918	105,654	.....	6,449,959
Shipments	Vessel	3,022,813	243,099	188,778	44,491	174,693	.....	3,673,874
	Rail	30,809	56,505	14,045	4,626	.....	.....	105,985

PRIVATE TERMINAL ELEVATORS.

Receipts	Rail	2,760,428	529,524	136,876	23,776	11,524	.....	3,462,128
Shipments	Vessel	2,904,142	248,542	73,563	23,568	17,786	.....	3,267,601
	Rail	213,784	128,184	98,072	.....	4,736	.....	444,776

INTERIOR TERMINAL ELEVATORS.

Receipts	Rail	88,302	67,862	1,490	.....	5,907	.....	163,561
Shipments	Rail	57,360	18,752	1,740	7,035	.....	.....	84,887

COUNTRY ELEVATORS, WEST DIVISION.

Receipts	Rail	Not Available.
Shipments	Rail	

PUBLIC ELEVATORS IN THE EAST.

GEORGIAN BAY PORTS.

Receipts	Vessel	839,630	275,722	171,845	.....	50,880	.....	1,338,077
Shipments	Rail	779,772	124,752	60,918	.....	.....	.....	965,442

LOWER LAKE PORTS.

Receipts	Vessel	1,085,950	.....	143,838	.....	.....	.....	1,229,788
	Rail	61,571	4,000	.....	.....	.....	.....	65,571
Shipments	Vessel	436,497	.....	143,838	.....	.....	.....	580,335
	Rail	57,013	4,000	.....	.....	.....	.....	61,013

ST. LAWRENCE PORTS.

Receipts	Vessel	160,536	67,465	17,933	.....	.....	.....	245,934
	Rail	491,128	206,209	154,421	.....	.....	.....	851,758
Shipments	Vessel	777,038	141,470	235,294	.....	.....	.....	1,153,802
	Rail	295,219	112,113	11,406	.....	.....	.....	418,378

SEABOARD PORTS.

Receipts	Rail	.....	.....	.....	.....	.....	.....	.....
Shipments	Vessel	.....	.....	.....	.....	.....	.....	.....

TOTAL, PUBLIC ELEVATORS IN THE EAST.

Receipts	Vessel	2,036,116	343,187	333,616	.....	50,880	.....	2,813,799
	Rail	552,699	210,209	154,421	.....	.....	.....	917,329
Shipments	Vessel	1,213,535	141,470	379,132	.....	.....	.....	1,734,137
	Rail	1,132,004	240,865	71,964	.....	.....	.....	1,444,833

U.S. ATLANTIC SEABOARD PORTS.

Receipts	Rail	130,520	.....	.....	.....	4,943	.....	135,463
Shipments	Vessel	28,402	.....	.....	.....	.....	.....	28,402

Quantities of United States Grain in Store, Received and Shipped at the Public Elevators in the East for the week ending October 22, 1920, in comparison with the same period last year.

	Wheat.	Oats.	Barley.	Rye.	Corn.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Depot Harbour Elevator		88,562			780,060	868,622
Midland Elevator Co	196,498					196,498
Pt. McNicholl C.P.R. Elev.				277,189	92,261	369,450
Montreal Harbour Commissioners Elevators 1 and 2	62,015		1,336	4,672	79,970	147,993
Quebec Harbour Commissioners Elevator					2,697	2,697
Quebec Harbour Commissioners Elevator					*36,148	36,148
Totals	258,513	88,562	1,336	281,861	991,136	1,621,408
Same period last year	110,591		33,426	292,254	1,611	437,992

GEORGIAN BAY PORTS.

	Receipts.		Shipments.	
	Water	Rail	Water	Rail
	Bush.	Bush.	Bush.	Bush.
Oats				5,987
Corn				67,971
Rye	121,669			20,214

ST. LAWRENCE PORTS.

Barley				2,370
Rye				15,921
Corn		2,849	204,771	—

*Argentina Grain.

NEW INCORPORATIONS.

Dominion.

Wiser's Distillery, Limited. Incorporators: Hon. William James Shaughnessy, K.C.; Chilion Graves Heward and Rufus Clement, the younger, advocates; and others—all of Montreal. Capital $3,000,000, divided into 30,000 shares of $100 each. Chief place of business, Montreal.

San Francisco & McMurray Oil Refining Company, Limited. Incorporators: James Kennedy Cornwall, D.S.O.; and Joseph H. Gariepy, both gentlemen; George Gillespie Dunlop, barrister-at-law, and others—all of Edmonton. Capital $3,000,000, divided into 3,000,000 shares of $1 each. Chief place of business, Edmonton.

T. M. Fox and Sons, Limited. Incorporators: Thomas Mandeville Fox, manufacturer; and others—all of Montreal. Capital $150,000,000, divided into 1,500 shares of $100 each. Chief place of business, Montreal.

The Code Felt and Knitting Company, Limited. Incorporators: Robert George Code, K.C.; and others—all of Ottawa. Capital $500,000, divided into 5,000 shares of $100 each. Chief place of business, Perth. (Private company.)

Canadian Superheater Corporation, Limited. Incorporators: Norman Jacob Holden, Arthur Allan and Victor Gilmore Ridgeway Vickers, merchants, and others—all of Montreal. Capital $200,000, divided into 2,000 shares of $100 each. Chief place of business, Montreal.

Fraser, Brace, Limited. Incorporators: Frank Breadon Common, Walter Robert Lorimer Shanks, and Linton Hossie Ballantyne, advocates; and others—all of Montreal. Capital $550,000. Chief place of business, Montreal. (Private company.)

Canada Barrels and Kegs, Ltd. Incorporators: James Stewart, accountant; Hamilton James Stuart and McGillivry Aylesworth, barristers-at-law; and others—all of Toronto. Capital $500,000, divided into 5,000 shares of $100 each. Chief place of business, Waterloo.

Dominion Furniture Manufacturers, Limited. Incorporators: Lawrence Macfarlane, K.C.; and others—all of Montreal. Capital $500,000, divided into 5,000 shares of $100 each. Chief place of business, St. Therese, Que.

Maguire, Paterson & Palmer (Canada), Limited. Incorporators: Frank Breadon Common, advocate; and others—all of Montreal. Capital $5,000,000, divided into 50,000 shares of $100 each. Chief place of business, Montreal.

Kraft MacLaren Cheese Company, Limited. Incorporators: Albert Mearns and Gerald Morphy Malone, barristers-at-law; and others—all of Toronto. Capital $1,000,000. Chief place of business, Montreal.

Canadian Electrical Corporation, Limited. Incorporators: Laurette Genest, secretary; and others—all of Montreal. Capital $1,000,000, divided into 10,000 shares of $100 each. Chief place of business, Montreal.

Ozonated Manufacturing Corporation, Limited. Incorporators: Frank Breadon Common, advocate; and others—all of Montreal. Capital $300,000. Chief place of business, Montreal.

Canadian Feature and Production Company, Limited. Incorporators: Frederick William Louthood and Reginald Edwin Forde, accountants; and others—all of Winnipeg. Capital $1,000,000, divided into 10,000 shares of $100 each. Chief place of business, Winnipeg.

The Bee Starch Company, Limited. Incorporators: Russell Thomas Stackhouse, K.C.; and others—all of Montreal. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of business, Montreal.

Pacific-Atlantic Construction Company, Limited. Incorporators: Stuart Cameron, contractor; and William Stuart Lane, solicitor, and others—all of Vancouver. Capital $5,000,000. Chief place of business, Vancouver.

Cosmos Cotton Company, Limited. Incorporators: Edward Herbert Ambrose; and Henry Arnold Burbridge; and others—all of Hamilton. Capital $600,000, divided into 6,000 shares of $100 each. Chief place of business, Yarmouth, N.S.

British Columbia.

Keithley Creek Gold Mining Company, Limited (non-personal liability). Capital $500,000. Registered office, Vancouver.

Lasqueti Mining Company, Limited. Capital $250,000. Registered office, Vancouver.

Union of Canada Drilling and Royalties Company, Limited. Capital $1,000,000. Registered office, Vancouver.

FOREIGN EXCHANGE QUOTATIONS FOR THE WEEK ENDING OCTOBER 27.

The Foreign Exchange Department of the Bank of Montreal has furnished the following statement of the nominal closing quotations for all the principal exchanges for the week ending October 27. Those for the week ending October 20 are also given for the sake of comparison.

		Parity.	Week ending October 20, 1920.	Week ending October 27, 1920.
Britain	£	1.00	$4.86	3.80	3.83
France	Fr.	1.	.193	.071	.070
Italy	Lira	1.	.193	.041	.041
Holland	Florin	1.	.402	.341	.336
Belgium	Fr.	1.	.193	.076	.074
Spain	Pes.	1.	.193	.157	.151
Portugal	Esc.	1.	1.08	.165	.163
Switzerland	Fr.	1.	.193	.174	.173
Germany	Mk.	1.	.238	.016	.015
Greece	Dr.	1.	.193	.110	.106
Norway	Kr.	1.	.268	.151	.151
Sweden	Kr.	1.	.268	.216	.216
Denmark	Kr.	1.	.268	.152	.151
Japan	Yen	1.	.498	.566	.565
India	R.	1.	.342	.375	.381
United States	$	1.	1.00	1.10½	1.10 9/16
Argentina	Pes.	1.	.965	.87	.881
Brazil	Mil.	1.	.546	.188	.202
Roumania	Lei.	1.	.193	.019	.018

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "The Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa," or The Secretary of the Canadian Manufacturers' Association, Toronto, Montreal, Winnipeg, Amherst, N.S., and Vancouver, or The Secretary of the Board of Trade at Toronto, Hamilton, Kingston, Brandon, Halifax, Montreal, Quebec, St. John, Sherbrooke, Vancouver, Victoria, Winnipeg, Edmonton, Calgary, Moosejaw, Saskatoon, Sault Ste. Marie, Fort William, Port Arthur, Moncton, Regina, New Westminster, B.C., Sydney (Cape Breton), Guelph, Peterborough, Brantford, St. Mary's, Ont., Chambre de Commerce de Montreal, The London, Ont., Chamber of Commerce, The Stratford Chamber of Commerce, The Border Chamber of Commerce, Windsor, Ont., and Kitchener Manufacturers' Association.

2249. **Box shooks.**—A Johannesburg firm ask for quotations on fruit box shooks in lots of 10,000 or more. The following are the particulars:—

				in.	in.	in.
No. 000	Ends	2	pieces	11½	2	9/16
	Sides	2	"	18	1¾	3/16
	T. & B.	4	"	18	5½	3/16
No. 1	Ends	2	"	11½	2¼	9/16
	Sides	2	"	18	2	3/16
	T. & B.	4	"	18	5½	3/16
No. 2A	Ends	2	"	11½	2½	9/16
	Sides	2	"	18	2¼	3/16
	T. & B.	4	"	18	5½	3/16
No. 2B	Ends	2	"	11½	2¾	9/16
	Sides	2	"	18	2½	3/16
	T. & B.	4	"	18	5½	3/16
No. 3	Ends	2	"	11½	3	9/16
	Sides	2	"	18	2¾	3/16
	T. & B.	4	"	18	5½	3/16
No. 4	Ends	2	pieces	11½	3½	9/16
	Sides	2	"	18	3¼	3/16
	T. & B.	4	"	18	5½	3/16
No. 4B	Ends	2	"	11½	4	9/16
	Sides	2	"	18	3¾	3/16
	T. & B.	4	"	18	5½	3/16
No. 4½	Ends	2	"	11½	5	9/16
	Sides	2	"	18	4¾	¼
	T. & B.	4	"	18	5½	3/16
No. 5	Ends	2	"	11½	5½	9/16
	Sides	2	"	18	5¼	¼
	T. & B.	4	"	18	5½	3/16
No. 5½	Ends	2	"	11½	5½	⅝
	Sides	2	"	18	5¼	¼
	T. & B.	4	"	18	5½	3/16

½ Grape Box for holding 5-lb. Grapes.

Ends	2	pieces	8½	x	5	x	9/16	T. & B.	4	pieces	12 x 4 x 3/16
Sides	2	"	12	x	4¾	x	3/16				

10-lb. Grape Box.

Ends	2	pieces	11½	x	5½	x	9/16	T. & B.	4	pieces	18 x 5½ x 3/16
Sides	2	"	18	x	5¼	x	¼				

20-lb. Grape Box.

Ends	2	pieces	17⅜	x	5½	x	11/16	T. & B.	6	pieces	24 x 5½ x 5/16
Sides	2	"	24	x	5¼	x	5/16				

All boards to be bundled with strong wire, lengthways as well as crossways.

Orange Box.

	in.		in.		in.
8 pieces, tops, bottoms and sides	26	x	5½	x	¼
3 " middles and ends	11½	x	11½	x	11/16's
Cleats	11	x	¾	x	⅝

The tops, bottoms and sides to have rounded edges if possible.

There is no objection to built up ends and middles providing that these are well joined and well packed. White wood is required, thoroughly well seasoned.

Foodstuffs.

2250. **Foodstuffs.**—A firm in London, England, desire to obtain direct representation of Canadian packers and manufacturers in the following commodities: canned meats, salmon, lobsters, fruits (especially gallon and evaporated apples and pears), jams, maple sugar, and condensed milk, also cheese. The territory covers chiefly England and Scotland, but they have also good connection on the Continent. They have had forty years' experience in the business, dealing only with the best wholesale and large retailers, working in the capacity of brokers, but feel larger business could be done if they were representing manufacturers direct. References.

2251. **Butter, cheese, oats, flour.**—A reputable broker, commission and forwarding agency in St. John's, Nfld., ask to be put into communication with Canadian exporters of butter, cheese, oats and flour.

2252. **Wheat and flour.**—An importer of Madrid, Spain, wishes to buy immediately 10,000 tons of winter wheat, 10,000 tons of Canadian hard spring wheat, and 10,000 tons of Canadian winter wheat flour in jute bags of 100 or 50 kilogrammes, with quotations either f.o.b. Canadian port or c.i.f. Spanish port. He says he is prepared to open irrevocable credit in New York for payment cash against bills of lading and certificate of weight for the full amount, but requires a guarantee by a bank on the part of the sellers for an indemnity of 20 per cent of the value in case of non-fulfilment on their part. He is open to purchase in all 100,000 tons of wheat and an equal quantity of flour for shipment between now and February.

2253. **Flour, foodstuffs, and proprietary lines.**—A Johannesburg manufacturers' representative, with branch houses in all centres of the Union and bordering territories, wishes to correspond with Canadian manufacturers of the above lines with view to agency arrangements being completed.

2254. **Foodstuffs and proprietary lines.**—An agent operating in Johannesburg and the Transvaal, South Africa, requests correspondence from Canadian shippers prepared for regular export trade.

2255. **Agencies for tinned fruit.**—A firm in Roskilde, Denmark, desire to be brought in touch with Canadian exporters of tinned fish and preserved fruit.

2256. **Flour mill agency for the Near East.**—A firm of importers and manufacturers' agents in Montreal desire to take up the agency for a Canadian flour mill for Greece, Constantinople, and Smyrna.

2257. **Canned foodstuffs.**—A firm in Jassy, Roumania, desire to receive quotations and other particulars from Canadian firms in a position to export all kinds of canned foodstuffs.

Textiles and Dress Goods.

2258. **Woollen and cotton textiles.**—A firm in Jassy, Roumania, desire to receive quotations and other particulars from Canadian firms in a position to export woollen and cotton textiles.

2259. **Knitted goods.**—A South African firm with branch houses in the Union and bordering countries, with headquarters at Johannesburg, are seeking the representation of Canadian manufacturers in any line of knitted goods, underwear, hosiery, ladies' coat sweaters and bathing suits.

2260. **Ladies' dresses, blouses, etc.**—A South African firm of manufacturers' agents are in a position to take up the representation of Canadian manufacturers in all lines of ladies' ready-mades, more particularly medium-priced ranges.

Paper and Stationery.

2261. **Paper.**—A firm in Calcutta, India, wish to get into touch with Canadian manufacturers of different classes of paper with a view to representing them in India, Burma, and Ceylon.

2262. **Stationery.**—A firm in Jassy, Roumania, desire to receive quotations and other particulars from Canadian firms in a position to export all kinds of stationery articles.

Metals, Machinery, and Hardware.

2263. **Iron and steel, hardware all kinds.**—A Johannesburg manufacturers' representative, with branch houses in all centres of the Union, Rhodesia, British East Africa, Portuguese East Africa, is prepared to consider the representation of Canadian firms prepared for continuity in export.

2264. **Plated ware.**—A Johannesburg firm making a specialty of the hotel trade are prepared to take up the representation of a Canadian house manufacturing plated ware suitable for the hotel trade. The range must not include cutlery.

2265. **Sheet metal goods.**—A South African commission house, with branch offices throughout the Union, Rhodesia, British East Africa and Southwest Africa, request correspondence with Canadian manufacturers in hollow-ware, enamelware, or sheet metal goods of any kind who are prepared for export and are seeking representation.

2266. **Enamelware, tools, wire, and hardware of all kinds.**—A Johannesburg agent, covering the Transvaal only, is seeking the representation of Canadian manufacturers in any line suitable for the hardware and building trade.

2267. **Agricultural machinery and implements.**—A Johannesburg agency firm, thoroughly familiar with the agricultural machinery and implement requirements, request correspondence from Canadian manufacturers seeking representation in the South African market. All lines are interesting, but in a special way their demand is for mowing machinery, hay rakes, ploughs, harrows (zig-zag and disc), corn planters with fertilizer attachments, hand pumps, cream separators, and in a limited way reapers and binders.

2268. **Railway materials.**—A Johannesburg commission house can to advantage handle any range of railway material except machinery. Correspondence is requested from an agency point of view.

2269. **Shovels, spades, pickaxes.**—A Johannesburg commission agent covering the Transvaal, Orange Free State and Durban is seeking the agency of any Canadian firm manufacturing the above line and prepared for regular export.

2270. **Motor lorries and tractors.**—A South African commission agent is prepared to consider an agency offer on motor lorries and tractors. Sales agency arrangements only.

2271. **Enamelled and aluminium kitchen utensils.**—A firm in Jassy, Roumania, dealing in all kinds of hardware, desire to receive catalogues and quotations from Canadian firms in a position to export enamelled and aluminium kitchen utensils.

Boots and Shoes.

2272. **Boots and shoes.**—A South African firm with branch offices throughout the Union, Rhodesia, British East Africa and Southwest Africa, now handling Australian lines, will be glad to hear from Canadian manufacturers prepared for export to South Africa.

2273. **Rubber-soled boots and shoes and gymnasium shoes.**—A South African firm covering all the trade in the Union and surrounding territories are prepared to consider the representation of a Canadian manufacturer.

2274. **Hardware.**—A firm in Jassy, Roumania, desire to receive quotations and other particulars from Canadian firms in position to export all kinds of hardware.

General Manufactures and Agencies.

2275. **Agencies in United Kingdom.**—A London firm are open to take up agencies for Canadian manufacturers seeking a market in Great Britain for any line except machinery.

2276. **Agencies in Belgium.**—A commission agent in Brussels is desirous of getting in touch with reliable Canadian firms with a view to acting as sole agent for Belgium. Correspondence in French preferred.

2277. **Representation in Belgium.**—A commission agent in Montreal who is going to Belgium and France shortly is anxious to take up representation for Canadian products and firms. He has good connections and knowledge of customs and trade of both countries.

2278. **Biscuits, canned goods, and perfumery.**—Important Dutch concern wish to enter into relations with first-class firm for the import of biscuits, canned goods, and perfumery in Holland.

2279. **Catalogues.**—A Johannesburg firm now handling a good number of Canadian lines request catalogues and price lists from Canadian manufacturers prepared for export. All lines kindred to the jobbing hardware and mining trade are requested. Full data *re* parcelling and packing to be given; c.i.f. quotation preferred.

2280. **Catalogues.**—A leading Johannesburg firm request catalogues from Canadian manufacturers prepared for continuous export trade. In a special way hardware of all kinds, woodenware all kinds, and mining material. Price lists requested with catalogues. If possible, prices should be c.i.f. South African ports, if not, f.o.b. Canadian ports.

2281. **Mining material.**—A Johannesburg firm making a specialty of the mining material trade are prepared to consider any line of mining material from Canada, except packings and beltings.

2282. **Agencies.**—A Johannesburg firm of manufacturers' agents covering all centres of the Union and Rhodesia, whose principal is a Canadian, are prepared to consider agency offers in any line of Canadian export, except machinery and silver-plated cutlery.

2283. **Export house.**—A Johannesburg manufacturers' representative, now holding Indian and Australian export and indent agencies, is prepared to take up the Canadian representation of an export and indent house which is prepared to quote prices on quantity demand in any line as well as secure agencies on lines they will be advised about.

2284. **Agencies for South America.**—A young Englishman who has spent a number of years in Chile and Bolivia, who joined up immediately after war broke out and returned to South America after the Armistice, desires to get into touch with Canadian firms carrying on or intending to carry on business with Central or South America. He is presently in Montreal. He speaks Spanish fluently, and although most of his experience is in wholesale dry goods, he has also handled general merchandise in Chile and Boliva, and would be willing to act as either resident agent or traveller. Reference.

2285. **Agencies for India.**—A firm of indentors in Karachi, India, desire to open business in that part with Canadian exporters. They do business for local as well as for up-country dealers in hardwares of all kinds, sundries, stationery, paper, glasswares, crockery and other articles of daily use. Indents for all articles except machinery for which there is no market are accepted.

2286. **Agencies in Amsterdam.**—A firm of commission agents in Amsterdam desire to enter into relation with Canadian firms dealing in extra fine leather works, chemicals and household utensils.

2287. **Representation.**—An import and export agent in Venice, Los Angeles, California, whose business extends all along the Pacific coast from San Diego to Vancouver desires to obtain representation for Canadian products—raw materials, manufactured products or agricultural products such as pulpwood, maple syrup, etc. References.

2288. **Calcium carbide.**—A commission agent in Barbados with good connections and references desires to obtain a Canadian house for calcium carbide.

2289. **Disinfectants.**—A Johannesburg agent with twenty years' South African experience is prepared to take up the representation of a chemical house or manufacturer specializing in disinfectants.

2290. **Drugs.**—A firm in Jassy, Roumania, desire to receive quotations and other particulars from Canadian firms in a position to export all kinds of drugs.

2291. **Oils.**—A firm manufacturing oils in Paris would like to get into communication with Canadian exporters of essential oils, natural and synthetic.

PROPOSED SAILINGS FROM CANADIAN PORTS.*

Subject to change without notice.

From Quebec.

To Liverpool.—*Empress of France,* C.P.O.S. Line, about November 3; *Empress of Britain,* C.P.O.S. Line, about November 10; *Victorian,* C.P.O.S. Line, about November 20; *Empress of France,* C.P.O.S. Line, about November 27.

From Montreal.

To Liverpool.—*Canadian Miller,* Canadian Government Merchant Marine, Ltd., about November 4; *Melita,* C.P.O.S. Line, about November 6; *Megantic,* White Star-Dominion Line, about November 13; *Minnedosa,* C.P.O.S. Line, about November 20; *Metagama,* C.P.O.S. Line, about November 24.

To London.—*Scotian,* C.P.O.S. Line, about November 5; *Canadian Ranger,* Canadian Government Merchant Marine, Ltd., about November 8; *Venusia,* Cunard Line, about November 10; *Montfisfont,* C.P.O.S. Line, about November 12; *Megantic,* White Star-Dominion Line, about November 13; *Canadian Trapper,* Canadian Government Merchant Marine, Ltd., about November 15; *Sicilian,* C.P.O.S. Line, about November 24; *Holbrook,* C.P.O.S. Line, about November 27; *Verentia,* Cunard Line, about November 30.

To Glasgow.—*Cabotia,* Anchor-Donaldson Line, about November 6; *Bolingbroke,* C.P.O.S. Line, about November 9; *Canadian Volunteer,* Canadian Government Merchant Marine, Ltd., about November 13; *Cassandra,* Anchor-Donaldson Line, about November 20; *Sicilian,* C.P.O.S. Line, about November 24; *Pretorian,* C.P.O.S. Line, about November 26.

To Southampton.—*Scandinavian,* C.P.O.S. Line, about November 13; *Grampian,* C.P.O.S. Line, about November 19.

**These sailings are not complete, but are compiled from lists of prospective sailings supplied by shipping companies.*

To Avonmouth.—*Verentia,* Cunard Line, about November 3; *Bolingbroke,* C.P.O.S. Line, about November 9; *Montezuma,* C.P.O.S. Line, about November 23.

To Cardiff and Swansea.—*Canadian Voyageur,* Canadian Government Merchant Marine, Ltd., about November 20.

To Manchester.—*Manchester Brigade,* Manchester Liners, about November 7; *Manchester Hero,* Manchester Liners, about November 20; *Manchester Mariner,* Manchester Liners, about November 21.

To Dublin.—*Ramore Head,* Head Line, about November 8.

To Belfast.—*Ramore Head,* Head Line, about November 8; *Melmore Head,* Head Line, about November 15.

To Hull.—*Mendip Range,* Manchester Liners, about November 2; *Maplemore,* Manchester Liners, about November 10.

To Leith.—*Cairndhu,* Thomson Line, about November 20.

To Antwerp.—*Mottisfont,* C.P.O.S. Line, about November 12; *Scandinavian,* C.P.O.S. Line, about November 13; *Grampian,* C.P.O.S. Line, about November 19; *Holbrook,* C.P.O.S. Line, about November 27.

To Rotterdam.—*Dunaff Head,* Head Line, about November 20.

To Hamburg.—*Dunaff Head,* Head Line, about November 20.

To Havre.—*Corsican,* C.P.O.S. Line, about October 29; *Scotian,* C.P.O.S. Line, about November 5; *Sicilian,* C.P.O.S. Line, about November 24.

To St. John's, Nfld.—*Canadian Sealer,* Canadian Government Merchant Marine, Ltd., about November 16; *Canadian Warrior,* Canadian Government Merchant Marine, Ltd., about November 20.

To South Africa.—*Kwarra,* Elder-Dempster Line, about November 10.

To Australasian Ports (Melbourne, Sydney, Auckland, Wellington, and Dunedin).—*Karanga,* New Zealand Shipping Co., Ltd., about November 3; *Trevalgan,* New Zealand Shipping Co., Ltd., about November 15.

To Montevideo, Buenos Aires, and Rosario.—*Hypatia,* Houston Line, about November 12.

To Rio de Janeiro, Montevideo, and Buenos Aires.—*Canadian Seigneur,* Canadian Government Merchant Marine, Ltd., about November 18.

To Barbados, Trinidad, and Demerara.—*Canadian Observer,* Canadian Government Merchant Marine, Ltd., about November 3; *Canadian Farmer,* Canadian Government Merchant Marine, Ltd., about November 17.

To Santiago de Cuba and Kingston (Jamaica).—*Canadian Adventurer,* Canadian Government Merchant Marine, Ltd., about November 10.

From Halifax.

To British West Indies.—*Caraquet,* Royal Mail Steam Packet Company, about November 12.

To Liverpool.—*Graciana,* Furness, Withy & Co., about November 4; *Canada,* White Star-Dominion Line, about December 5; *Megantic,* White Star-Dominion Line, about December 12.

From North Sydney.

To St. John's, Nfld.—*Sable I.,* Farquhar & Co., about November 6.

To St. Pierre-Miquelon.—*Pro-Patria,* Lacroix & Co., agents, November 3 and 17.

From Victoria.

To Yokohama, Kobe, Hong Kong, and Manila.—*Tyndareus,* Blue Funnel Line, about November 17.

From Vancouver, B.C.

To Australia and New Zealand.—*Niagara,* Canadian-Australasian Royal Mail Line, about November 11; *Canadian Prospector,* Canadian Government Merchant Marine, Ltd., about November 20.

To Yokohama, Kobe, Hong Kong, and Manila.—*Tyndareus,* Blue Funnel Line, about November 10.

To Yokohama, Kobe, Nagasaki, Shanghai, Manila, and Hong Kong.—*Empress of Russia,* C.P.O.S. Line, about November 18.

To Yokohama, Kobe, Nagasaki, Shanghai, and Hong Kong.—*Monteagle,* C.P.O.S. Line, about November 27.

To Shanghai, Hong Kong, and Singapore.—*Esther Dollar,* Dollar Steamship Lines, about November 20.

ELECTRICAL GOODS MARKET IN CHILE.

(*London Times Trade Supplement.*)

Owing to the intermittent periods of extreme cold experienced in most parts of Chile during the winter months, artificial heating is absolutely necessary, and on account of their convenience, electric stoves are becoming more and more popular.

Nearly all of the stoves sold in Chile (over 4,000) are of United States manufacture. A certain number of stoves are made there and fitted up with American heating elements. The American stoves are generally quoted f.o.b. and in some few cases at port of shipment. No reliable information can be obtained regarding prices, as these are constantly changing. They have varied from $5 to $6 U.S. currency per stove of 600 watt power up to $9 and $10 U.S. for stoves of 2,000 watts (f.o.b. prices), and the terms on which they were sold were against acceptance of 90 days sight drafts (cash with 2 per cent. discount).

Two types of British stoves on the market are of 1,400 and 3,600 watts, and their prices (f.o.b.) 55s. and 75s. respectively, plus an increase of 50 per cent and less 33 per cent discount and 5 per cent for cash payment.

There would be an opportunity for British manufacturers to compete successfully with all other makes if they could offer a cheaper and as well presented stove as the American, that would not consume as much current. The matter of current consumption is most important, as, on account of the high rates charged in Santiago, many of the buyers, after a month or two, have preferred to replace electrical with gas stoves. The American stoves use a resistance wire made of nichrome (nickle and chrome).

The electric light company charges $0.35 Chile gold (4½d.) per kilowatt-hour for electric light current (which also is generally used for electric stoves), and $0.24 Chile gold (3.6d.) for industrial purposes.

With regard to lamps, about 60 per cent are of American manufacture, the quality of which, from information obtained by H.M. Commercial Secretary at Santiago, is not very good; 30 per cent are Japanese, which, in quality, are inferior to the American article. The Commercial Secretary states that Great Britain seems to have absolutely no part in the electrical trade of Chile, which must be considerable when the number of electric installations (over 200) in the country is taken into account.

One importer is well supplied with electrical goods from the United States on consignment.

Electric wire is principally imported from the United States of America, Japan, and Spain. Of electric lighting fixtures, etc., 60 to 70 per cent are imported, at present, from the United States, and the balance from other countries. Battery cells are mostly imported from the United States and a certain amount from Spain. A certain quantity of brass insulating tubing is being manufactured locally.

SPARE PUBLICATIONS.

The Department of Trade and Commerce has on hand at present spare copies of a considerable number of publications which it would be glad to forward to any one in Canada desiring them, without charge, so long as the supply lasts. In some cases only single copies are available. Applications from libraries, universities, boards of trade or similar organizations will be given the preference. Applications should be addressed to "The Supplies Branch, Department of Trade and Commerce, Ottawa."

The demand for the spare publications heretofore listed has been very great and the supply in many cases exhausted within a day or so of the publication of the *Weekly Bulletin*.

Correspondents should confine their applications solely to the list given below. If other publications are desired a separate letter should be written.

Canada Grain Act, with Amendments, 1912.
Canadian Economic Commission to Siberia, 1919.
Census of Canada:
1901, Vol. 1, Population; 1911, Vol. 2, Religious Origins; 1890-91, Vol. 3; 1890-91, Vol. 4.
Census of the Northwest, 1885.
Census of the Northwest Provinces, Population and Agriculture, 1906.
Census of Statistics Monthly:
Vols. 7 and 8, 1914-15; Vols. 9 and 10, 1915-16.
China and Japan, 1914.
Chinese Markets for Canadian Products, 1919.
Coal Fields of Nova Scotia, 1909.
Dominion Election Act, 1917.
Final Report of the Fuel Controller, 1919.
German War and its Relation to Canadian Trade, 1914.
Grain Inspection in Canada, 1914.
Handbook for Export to South America, 1915.
Imperial Year Book, 1917-18.
Jubilee of Confederation, 1917. (English).
List of Licensed Elevators and Warehouses, 1919-1920.
Report of the Board of Grain Commissioners for Canada, 1917-1918.
Report on the Need for the Suppression of the Opium Traffic in Canada, 1908.
Royal Commission on Grain Trade in Canada, 1906.
Royal Commission on a Dispute between the Bell Telephone Company and Operators at Toronto, 1907.
Russian Trade, 1916.
Special Trade Commission to Great Britain, France, and Italy, 1916.
The Royal Commission re the Alleged Employment of Aliens by the Pere Marquette Railway in Canada, 1905.
Timber Export Trade of Australia, 1917.
Canadian Economic Commission to Siberia, 1919.
Trade after the War, 1916.
Trade with South China, 1919.
Trading in Spain, 1920.
Trial Shipments of Buckwheat via Panama Canal to the United Kingdom, 1918.
Wholesale Prices of Canada, 1910.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Brazil.

Ernest Leonard McColl, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rut Goncalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

H. A. Chisholm, Canadian Government Trade Commissioner, 501 and 502, Teniente Rey 11, Havana. Casa de Corres—Apartado 1290. *Cable Address, Cantracom.*

France.

Hercule Barré, Canadian Government Trade Commissioner, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland and Belgium.

A. Stuart Bleakney, Canadian Government Trade Commissioner, c/o Chas. H. Demey, Esq., Rue Adolphe Max, Brussels. *Cable Address, Canadian.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, Via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; office 50-B Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Westminister House, Adderly street, Cape Town. *Cable Address, Cantracom.*

South Eastern Europe.

L. D. Wilgress, Canadian Government Trade Commissioner, c/o Canadian Government Trade Commissioner, Via Carlo Cattaneo 2, Milan. *Cable Address, Care Canadian, Milan.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

G. B. Johnson, Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

W. C. Noxon, Director, Overseas Trade Branch of the Department of Trade and Commerce, 1 Regent Street, S.W. 1, Eng. *Cable Address, Canmission.*

United States.

John A. Cooper, Director Dominion Bureau of Information, 1463 Broadway, New York City.

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:
Bahia, British Consul.
Rio de Janeiro. British Consul General.

Chile:
Valparaiso, British Consul General.

Colombia:
Bogota, British Consul General.

Ecuador:
Quito, British Consul General.
Guayaquil, British Consul.

Egypt:
Alexandria, British Consul General.

France:
Havre, British Consul General.
Marseilles, British Consul General.

India:
Calcutta. Director General of Commercial Intelligence.

Italy:
Genoa, British Consul General.
Milan, British Consul.

Mexico:
Mexico, British Consul General.

Netherlands:
Amsterdam, British Consul.

Panama:
Colon, British Consul.
Panama, British Vice-Consul.

Peru:
Lima, British Vice-Consul.

Portugal:
Lisbon, British Consul.

Spain:
Barcelona, British Consul General.
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Sweden:
Stockholm, British Consul.

Switzerland:
Geneva, British Consul.

Uruguay:
Monte Video, British Vice-Consul.

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Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 248 St. James Street, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows: H.M. Trade Commissioner: Post Office Box 683, Calcutta, for correspondence: Office address, Allahabad Bank Building, 6 Royal Exchange Place, Calcutta: that of the Commissioner for the Straits Settlements is: Mr. A. F. G. Anderson, H.M. Trade Commissioner, Signapore, Straits Settlements.

LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE DEPARTMENT OF TRADE AND COMMERCE.

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report re Mail Subsidies and Steamship Subventions.
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Report of the Canadian Economic Commission (Siberia), 1919.
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Russian Trade (1916).
Trade of South China (1919).
Trade with China and Japan (1914).
Timber Import Trade of Australia (1917).
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Toy Making in Canada (1916).
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

BUREAU OF STATISTICS PUBLICATIONS.

Annual Report of the Trade of Canada.
Annual Report on the Coal Trade of Canada (1918).
Annual Report on the Grain Trade of Canada.
Beet Sugar Industry (The), (1908).
Canada Year Book (The), (Annual).
Criminal Statistics (Annual).
Directory of the Chemical Industries in Canada (1919).
Monthly Bulletin of Agricultural Statistics.
Monthly Coal Statistics.
Monthly Cold Storage Statistics.
Monthly Report of the Trade of Canada.
Report of the Fifth Census of Canada:
- Vol. I. 1912, Areas and Population by Provinces, Districts and Sub-districts, with introductions, etc. (Out of print.)
- Vol. II, 1913, Religions, Origins, Birthplace, Citizenship etc.
- Vol. III, 1913, Manufactures, 1911.
- Vol. V, 1915, Forest, Fishery, Fur, etc.
- Vol. IV, 1914, Agriculture, 1911 (Out of print.)

Report on the Census of Industry, 1917:
- Part I. Agricultural Statistics.
- Part II. Dairy Factories.
- Part III. Fisheries.
- Part IV. Section I, Lumber, Lath, Shingles, etc.
- Part IV. Section II, Pulp and Paper.
- Other parts in preparation.

Report of Census of Prairie Provinces (Population and Agriculture), 1916.
Report of Conference on Vital Statistics, June, 1918.
Report of Postal Census of Manufactures, 1916.
Special Report on Foreign Born Population.

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VOL. XXIII. NOVEMBER 8, 1920 No. 875

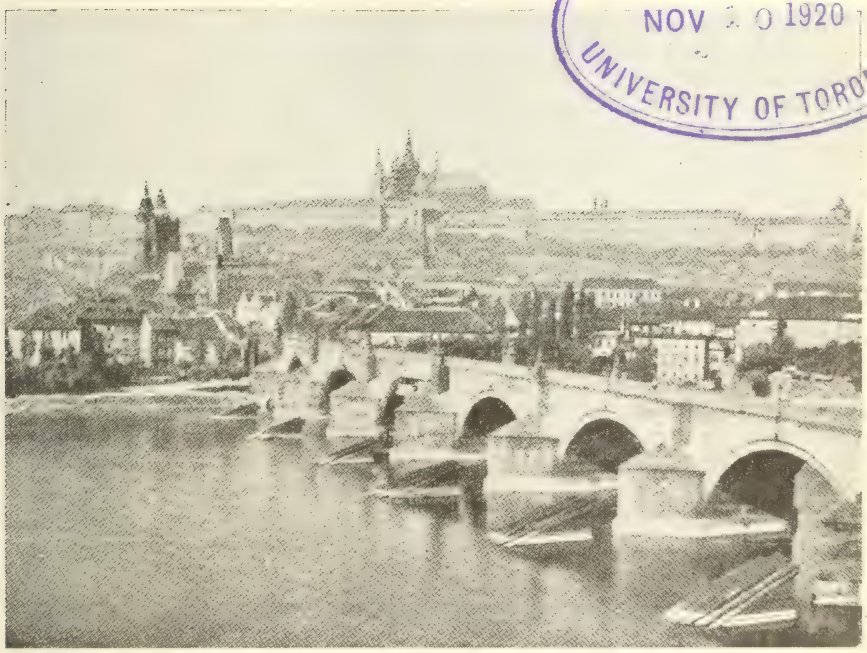
WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

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View of Prague, the Capital of Czecho-Slovakia. *See* page 1323.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA
THOMAS MULVEY
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1920

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa. Monday, November 8, 1920. No. 875.

THE TRADE AND INDUSTRIES OF CZECHO-SLOVAKIA.

TRADE COMMISSIONER L. D. WILGRESS.

PART I.

The Trade of Czecho-Slovakia.

Prague, July 31, 1920.—The new Republic of Czecho-Slovakia is one of the most self-supporting countries of Europe. It possesses many important manufacturing industries and is rich in coal and other minerals. It is estimated that about 80 per cent of the mines and industrial enterprises of the former Austro-Hungarian Empire are now located within the boundaries of the Czecho-Slovak Republic. The country has also abundant supplies of timber and extensive tracts of agricultural land. When production can be re-established on a normal basis Czecho-Slovakia should be independent of foreign countries for the bulk of its requirements of foodstuffs, except coffee, tea and other tropical products. The raw materials for the sugar, beer, spirit and glass industries are produced within the Republic, and there is also a sufficiency of coal and timber, but cotton, wool, iron and hides and a number of other raw materials for the manifold industries of the country have to be imported from abroad. These will comprise the great bulk of the future import trade of Czecho-Slovakia.

It is thus seen that the trade of Czecho-Slovakia is that of an industrial country importing chiefly raw materials and foodstuffs and exporting finished manufactured products. Before the war Canada imported many lines of goods manufactured in what is now Czecho-Slovakia, and most of the products known in Canada as "Austrian" originated in the territory comprising the new republic. An inquiry into the trade and industries of Czecho-Slovakia should be of interest to Canadian traders, not only because of the openings which may be presented for the sale of raw materials and foodstuffs to this market, but more especially because the products of Czecho-Slovakian industries will compete in future with Canadian goods in many of the world's markets, notably in Russia and the other countries of Eastern and Southern Europe.

There are a few lines of manufactured articles which are not produced in Czecho-Slovakia and which might possibly be exported to this country from Canada. These openings will be indicated in this report.

THE REPUBLIC OF CZECHO-SLOVAKIA.

The Republic of Czecho-Slovakia is comprised of the former Austrian Crown Lands of Bohemia, Moravia and Silesia and a large part of former Northern Hungary inhabited by Slovaks and Ruthenes and now known as Slovakia and Sub-Carpathian Russia. The Teschen district in Silesia has been the subject of dispute between the Czechs and Poles, but at the moment of writing a compromise settlement would appear probable whereby most of the coal mines in this territory will be given to Czecho-Slovakia. The total area of the new republic is approximately 54,803 square

miles and the population, 13,824,504, distributed as follows among the main geographical divisions of the country:—

	Area Sq. miles	Population.
Bohemia	20,610	6,769,548
Moravia	8,490	2,622,271
Slovakia (including Sub-Carpathia)	24,314	3,575,685
Silesia	1,389	857,000
Total	54,803	13,824,504

The industrial centres are nearly all located in Bohemia, Moravia and Silesia, and this explains the greater relative density of the population of these provinces as compared with that of Slovakia.

THE HEART OF EUROPE.

The new demarkation of boundaries gives Czecho-Slovakia the most central position in Europe, and this is certain to exercise a considerable influence on the future trade and economic development of the Republic. On the north and west the country borders on Germany, on the south the boundary is contiguous with that of Austria and of Hungary, on the north-east with Poland, and for a short distance in the extreme east with Roumania. The Elbe river affords easy communication with Germany and the North Sea, the Danube with the countries of South-east Europe and the pass of the Oder river in Silesia gives an outlet to Poland and Russia. Czecho-Slovakia is therefore an industrial country, situated in the heart of Europe and surrounded on three sides by agricultural states. This gives the country a strategic position for the trade with the markets of Eastern and Southern Europe, which are large purchasers of manufactured goods.

GEOGRAPHICAL FEATURES.

The Province of Bohemia is a hilly, well-wooded territory, occupying the upper basin of the Elbe river. A large part of the land is suitable for agriculture. The boundary with the German states of Bavaria and Saxony follows mountain features, which are clearly defined although not of great altitude, so that the western and northern fringes of Bohemia are mountainous and heavily wooded. The river Elbe breaks through the mountain chain in north Bohemia and affords easy communication with Germany and the port of Hamburg.

Beyond the Moravia hills, to the east of Bohemia, lies the hilly province of Moravia, which resembles the former and is drained by the river March (Morava), a tributary of the Danube. Silesia lies to the north of Moravia and is fairly mountainous. The range of mountains is here broken by the well-known Moravian Gap, through which flows the river Oder, affording communication with Poland and Eastern Germany.

Slovakia is a long narrow province, extending east from the March river, and is comprised chiefly of the south slope of the main Carpathian mountain chain and foothill ranges extending south. Level plains are found only near the Danube, March and Theiss rivers, but the valleys and lower hills have a fertile soil. Agriculture and the timber industry are the chief occupations of the inhabitants of Slovakia. The Tatra mountains (8,500 feet) in northern Slovakia were the loftiest in the former Hungary.

The south-eastern boundary of Czecho-Slovakia with Roumania and Hungary crosses the foothill ranges of the Carpathians to the river Iplov, a tributary of the Danube. The latter river forms the southern boundary with Hungary for a considerable distance to the west of Bratislava (Pressburg), after which the river March divides Slovakia from Lower Austria. The southern boundary of Bohemia follows a range of hills dividing this province from Austria and the Danube basin. Bratislava (Pressburg) is the principal Czecho-Slovak port on the Danube river and affords the manufactured products of Bohemia and Moravia an outlet to the markets of South-east Europe.



Map showing Central Position of Czecho-Slovakia.

RESOURCES.

Coal deposits and iron mines in conjunction with unrivalled transport facilities have combined to make Bohemia, Moravia and Silesia among the most industrial districts of Europe. Sugar, glass and textiles may be said to be the leading industries of these provinces, but the china, iron, machinery, notions, beer, timber, spirit, leather, paper and furniture industries are also of great importance. The growing of raw materials for the sugar, beer, and spirit industries forms the most important branch of Bohemian and Moravian agriculture. In Slovakia cereals are the chief crops raised, but the other branches of agriculture and viticulture are also pursued. The mining of iron, graphite, salt, semi-precious stones and other minerals and the forest industry also contribute to the wealth of the country in Slovakia as well as in the other provinces. Water-power is extensively utilized in connection with the paper industry, notably on the Moldau and Elbe rivers in Bohemia and in Slovakia.

COAL.

Both soft and hard coal fields are found in Czecho-Slovakia. About 85 per cent of the former Austrian production of soft coal or lignite came from the Czecho-Slovakian fields. The principal producing districts are the Brux-Komotau-Teplitz and Falkenau regions in northern Bohemia. The latter accounted for about 90 per cent of all coal briquettes used in former Austria. Hard coal is produced in Bohemia at Kladno and near Pilsen, while there are one or two mines in the Falkenau region giving excellent hard coal. The chief hard coal fields are, however, in the disputed Teschen district of Silesia.

In 1912 the total output within the present boundaries of Czecho-Slovakia was approximately 22,190,000 tons of lignite and 13,669,000 tons of hard coal, of which about 7,000,000 tons were produced in the disputed Teschen district. According to the estimates of the Toronto International Congress of 1913, the coal reserves of Bohemia and Moravia are 9,076,000 tons and those of the Teschen district 13,670,000,000 tons, these estimates being based on a maximum mining depth of 2,000 metres. These figures explain the significance of the dispute between the Czechs and the Poles for the possession of the Teschen fields, since the total output in 1912 in Czecho-Slovakia, including the Teschen district, was only a little more than sufficient for the needs of the industries of Bohemia, Moravia and Silesia.

The present output of coal in Czecho-Slovakia shows a considerable falling off in comparison with pre-war years. In 1919 the production was approximately 16,980,000 tons of lignite and 10,405,000 tons of hard coal, or a total output of about 75 per cent of the normal production. The reasons for this decreased production are the abuse of the mines during the war, the shortage of rolling stock and diminished working capacity of the miners, owing to shorter hours, etc. Since Czecho-Slovakia is bound, in accordance with treaty obligations, to furnish a certain proportion (142,000 tons a month) of its total production to Austria, the shortage of coal has seriously handicapped the industries of the country.

OTHER MINERALS.

Iron mines are worked in Bohemia, Moravia and Slovakia, but the output is below the requirements of the industries of the country. Graphite is also mined in Moravia and is used in connection with the manufacture of pencils, which is an industry of importance. Bohemia produces semi-precious stones, e.g. garnets, which are utilized in jewellery manufacture. The mineral wealth of Slovakia has only been partly exploited. Gold and silver, copper and lead are found in the Carpathians, while rock salt is extracted in Eastern Slovakia and sub-Carpathian Russia. The oil-fields of Slovakia produce about 8,300 tons a year, while petroleum is also found in Moravia. These Czecho-Slovak fields have only recently begun to be exploited.

FOREST RESOURCES.

The forests are among the most valuable of the natural resources of Czecho-Slovakia. Before the war there was a considerable export of timber, pulp, paper and manufactured wood products. It is estimated that about 12,355,000 acres or 32 per cent of the entire area of Czecho-Slovakia is wooded. In Bohemia there are 3,753,838 acres of forests, in Moravia 1,557,874 acres, in Silesia 444,312 acres, in Slovakia 4,942,000 acres, and in sub-Carpathian Russia 1,630,860 acres. State property accounts for about 1,400,000 acres of the total forested area; nearly 8,000,000 acres are private owned, being mostly in large tracts; while over 3,000,000 acres belong to public and charitable institutions. Pine and fir forests cover about 78 per cent of the wooded area of Bohemia, Moravia and Silesia, while the remainder is comprised of deciduous trees and mixed forests. In Slovakia beech trees predominate, then come pine and fir, and lastly oak.

The annual normal production of timber from the entire forested area is estimated at about 565,024,000 cubic feet, almost equally divided between Slovakia and the western provinces. Reforestration is systematically practised on about three-fourths of the total area of forests. At present the total production is about 365,024,000 cubic feet, of which about 211,884,000 cubic feet consists of the firewood. The production of timber could be considerably increased. The timber is manufactured into building material, planks, railway sleepers, telegraph poles, mine props, pulp, etc., or exported in the form of logs. The surplus available, the regulation of export and the saw-milling and other wood industries, are dealt with further on in this report.

AGRICULTURE.

Agriculture is highly developed in Czecho-Slovakia and intensive farming is everywhere carried on. With a normal production the Republic should be self-supporting in respect of essential food supplies, while the farms also furnish the raw material for some of the most important industries of the country. In pre-war years the yield of wheat on the territory of Czecho-Slovakia was about 161,300,000 bushels. Last year's crop amounted to approximately 88,000,000 bushels. The domestic requirements of the country was estimated to exceed 110,000,000 bushels a year, so that at present there is a deficiency of over 20,000,000 bushels.

In Bohemia and Moravia the most important branch of agriculture is the raising of beets for sugar manufacture. In Slovakia also large estates are operated by the sugar companies for the growing of beets. The following table shows the estimated acreage under sugar beets this year (1920) in the different provinces:—

	Acres.
Bohemia	258,492
Moravia and Silesia	160,772
Slovakia	52,010
Total	471,274

The total crop is estimated at from 5,000,000 to 5,500,000 tons of sugar beets.

The Eger valley in northwest Bohemia is celebrated for its hops, which are utilized for the making of Bohemian beer, Pilsener, Budweiser, etc., while large quantities of hops are also exported. Potatoes are grown to supply the spirit distilleries, but at present there is a shortage necessitating the import of potatoes from Germany. Fodder crops are grown in Czecho-Slovakia, as stock-raising forms an important branch of the intensive farming which is practised. About a third of the agricultural land was formerly in the possession of the large land-owners and the remainder was comprised of small holdings. A measure of land reform has been introduced whereby

all estates of over 370 acres of arable or 617 acres of land in general are expropriated for distribution among the small proprietors. In this way about 7,400,000 acres of land have been expropriated.

FISH.

Pisciculture is extensively practised in Bohemia, Moravia and Silesia, and the resulting catch of fish forms an important contribution to the domestic food supply. About 110,000 acres of ponds are used for this purpose and the yield before the war amounted to about 5,000,000 pounds of carp, pike, perch and other fish a year. In Slovakia the rivers yield fairly large quantities of fish and pisciculture is unnecessary. The total length of the fish-bearing streams in Czecho-Slovakia is over 13,000 miles. A considerable quantity of carp was formerly exported from Bohemia to Germany.

TRANSPORT FACILITIES.

After natural resources, the most important factor in the economic development of Czecho-Slovakia has been the unrivalled transport facilities. First consideration should be given to the navigable waterways of the Elbe and Danube river systems, which exercise the greatest influence on foreign commerce. The bulk of the trade between Czecho-Slovakia and the countries of Western Europe and North America passes through the German port of Hamburg. The latter is directly connected with Prague by the Elbe river and its tributary, the Moldau, and both import and export goods are transported by barges by this route. The Danube enables merchandise to be shipped by barge or steamer from Bratislava (Pressburg) to the Black Sea, a distance of over 1,000 miles, thus affording Czecho-Slovakia communication with the countries of Austria, Hungary, Jugo-Slavia, Bulgaria, Roumania, Turkey and Southern Russia.

Czecho-Slovakia is well supplied with railway facilities, but as the lines formerly comprised part of the Austrian or Hungarian systems which converged on Vienna or Budapest, it will be some years before the Czecho-Slovak railways can be consolidated in accordance with the traffic requirements resulting from the new delimitations of boundaries. The total mileage of the railways of Czecho-Slovakia is 8,658, of which 4,364 miles are in Bohemia, 2,500 miles in Slovakia, and 1,794 miles in Moravia and Silesia. Nearly all the important lines are under the management of the Czecho-Slovak State Railways, the system of which extends over all parts of the country. The lines under private management are 1,008 miles in length, while 78 miles of line are operated by foreign railroad systems. The most important private lines are the Aussig-Teplitz and the Bustehrad railroads, both of which are in Bohemia, and the Kosice and Bohumin railroad, which connects Teschen in Silesia with Slovakia.

TRADE ROUTES.

A variety of trade routes are available for the shipment of goods to and from Czecho-Slovakia. The route already referred to via Hamburg and the Elbe river is the most practical for shipments from Canada. The Czecho-Slovak Government have been granted special warehouse facilities in the Free Port of Hamburg and goods destined to Czecho-Slovakia may be shipped through the Czecho-Slovak commercial commissioon at Hamburg, which supervises trans-shipments. From Hamburg merchandise for Prague direct is transported chiefly by barges of 750 tons capacity, while as far as the Czecho-Slovak frontier barges of 1,000 tons capacity may be utilized. The average time for freight transportation up the Elbe from Hamburg to Prague is about four weeks, the barges being towed by steam tugs. In the reverse direction export shipments may be transported to Hamburg in three weeks.

The water route by the Elbe to and from Prague has been found to be 40 per cent cheaper than rail transportation. Moreover, while there has been a great

shortage of railway cars, there is a sufficiency of barges and tugs on the river. The bulk of the freight traffic to and from Czecho-Slovakia since the Armistice has therefore been transported by the river Elbe.

Goods destined for Czecho-Slovakian points may also be shipped to other continental ports and thence by rail. One of the quickest routes for the despatch of merchandise to Czecho-Slovakia is via Trieste, the port on the Adriatic now belonging to Italy. The disorganization of the railway services in Austria owing to the coal shortage has restricted the use to which Trieste can be availed for traffic to and from Czecho-Slovakia. Recently the Italian Government, with a view to developing Trieste as a shipping centre, have agreed to favour the Southern Railway, which runs from Vienna to Trieste, with coal and freight cars, and will grant special facilities to central European countries desirous of making use of the port of Trieste. In the future this port is bound to be an important factor in the trade of Czecho-Slovakia, particularly in regard to imports for points in Moravia and Slovakia and exports to Mediterranean and Far Eastern countries.

The chief routes from French ports to Czecho-Slovakia are through Strassburg and Bavaria and through Basel, Switzerland, and Bavaria. The route through Switzerland and the Austrian Tyrol is also a possible one, but at present is disorganized owing to the shortage of coal in Austria. A relatively cheap route for shipping to Czecho-Slovakia is through the Dutch port of Rotterdam, thence up the Rhine to Frankfort, Germany, from whence shipment may be made by rail to points in Western Czecho-Slovakia, or if the goods are destined for points in Slovakia they may be trans-shipped to the Danube and thence transported by barge or steamer to Bratislava (Pressburg).

THE PORT OF BRATISLAVA.

Bratislava, which was formerly known as Pressburg or in Hungarian as Pozsony, is the largest city in Slovakia, having a pre-war population estimated at 78,000. It was an ancient capital of Hungary. Bratislava is now the principal Czecho-Slovak port on the river Danube and is considered by the Czechs as a gateway to the East. Great efforts are being made to develop the shipping facilities of the port in order to take care of the traffic between Bohemia and Moravia and Southeast Europe, which formerly mostly passed through Vienna. Work on the improvement of these facilities has already commenced, and it is hoped to increase the freight-handling capacity of the port from 30,000 tons a year to 3,000,000 tons. It is also planned to create a new port to the east of the town, which will be equipped with large warehouses and up-to-date facilities for the handling of 6,000,000 tons of merchandise a year, thus bringing the total freight capacity of the port of Bratislava up to 9,000,000 tons a year. New railway lines will also require to be constructed, for at present Bratislava is connected with western Czecho-Slovakia by only a single line through Brunn, whereas several railway lines from Bohemia and Moravia converge on Vienna. The realization of the above plans will take several years. On the other hand the importance of Bratislava as a shipping centre is bound to increase, since this port will in future serve not only as a gateway for the import of raw materials and foodstuffs, but will also provide the manufactured products of Czecho-Slovakia with an outlet to the markets of Southeast Europe.

TRADE WITH HUNGARY.

Trade Commissioner L. D. Wilgress.

III.

Agricultural Implements and Machinery.

RENEWAL OF FARM EQUIPMENT.

The restoration of normal agricultural production and of the efficiency of farm operations requires the restocking of a large amount of farm equipment and live stock. Unfortunately the present position of the country, both financially and economically, does not permit the importation from abroad of large quantities of agricultural machines and implements. The leading dealers at Budapest were interviewed regarding the prospects for the sale of Canadian machines and implements to Hungary and the consensus of opinion was that it would be several years before a revival of the trade from Canada in these lines could be expected. It is evident that with the rate of exchange ranging around 150 crowns to the dollar the amount of business in farm equipment must be limited until such time as the development of exports from Hungary permits of extensive purchases from abroad of the supplies urgently required in the country. The great shortage of agricultural machines results in high prices being realized for available stocks, but only few farmers are able to pay the prices asked.

Agricultural machines are manufactured in Hungary, there being a number of factories at Budapest. The largest are those of Grand Duke Frederick and the Hungarian State Railroads. These factories produce steam-ploughing outfits, threshers and other lines of implements. Messrs. Clayton and Shuttleworth, locomobile manufacturers, of Lincoln, England, have had a branch factory established at Budapest for many years. The Hungarian factories are now hampered owing to the lack of raw material and coal, but the Government is granting facilities and encouraging the domestic manufacture of implements to reduce the necessary importations from foreign countries.

THE AGRICULTURAL MACHINERY TRADE.

An improvement in the economic position of Hungary will first of all reflect itself in a revival of the import trade in agricultural machines, since these are among the most urgent requirements of the country. Figures of the pre-war trade in agricultural machines are only available for the whole of the former territory of Hungary, Croatia and Slavonia included, the following being the totals of the quantity and value of the import of all kinds of agricultural machines in each of the five years preceding the outbreak of the war:—

Year.	Quantity. Tons.	Value.
1910	24,447	$3,227,596
1911	25,334	3,435,398
1912	30,330	4,214,356
1913	25,920	3,591,868
1914	14,555	2,100,150

The principal sources of supply are indicated in the following table for the year 1914, although allowance must be made for the war which intervened during the last five months of that year:—

Country of Supply.	Quantity. Tons.	Value.
Austria	10,166	$1,016,599
United States	3,865	237,255
Germany	1,064	199,379
Canada	688	80,362
Great Britain	686	162,592

The above figures comprise the imports into the whole of former Hungary, a territory of 125,170 square miles with a population of 20,850,700 as compared with the present area of Hungary of 35,164 square miles and population of 7,481,950. They, however, afford a good indi6cation of the extent of the trade in agricultural machines. The bulk of the importations from the United States and Canada consisted of harvesting machines, as the following figures covering the import of reapers and mowers in 1914 will show:—

Country of Supply.	Quantity. No. of Machines.	Value.
United States	1,468	$138,541
Canada	679	74,048
Austria	666	52,383
Germany	10	193
Total import	2,823	$265,165

Spare parts for harvesting machines were imported in the same year to the value of $33,348.

The other importations of agricultural machines from the United States and Canada in 1914 included the following items of the Hungarian classification:—

	Total Import. Quantity.	Value.	From United States. Quantity.	Value.	From Canada. Quantity.	Value.
Hay rakes and tedders and binders..No.	1,007	$ 31,045	205	$6,798	138	$5,027
Ploughs..tons.	2,138	259,163	38	4,993	8	1,034
Harrows "	396	42,730	98	9,790	2	253
Seeders..No.	3,520	229,709	934	47,359	.....	—
Threshers "	655	325,056	4	2,550	.....	—
Steam ploughs "	111	229,133	7	9,465	.....	—

The total of $162,592 worth of agricultural machines imported from Great Britain in 1914 was comprised of 37 steam plough outfits valued at $104,774, parts thereof at $54,835, harrows valued at $1,846, and one threshing machine of a value of $1,020. It is evident that the war accounts for the small British trade in threshers in 1914. At one time this trade had been considerable but was decreasing owing to German and Austrian competition.

The imports from Germany in the year in question consisted chiefly of 54 steam-ploughing outfits valued at $98,219, 13 threshers at $4.641, spare parts for reapers and mowers at $3,888, seeders at $2,740, ploughs of a total value of $41,652, harrows valued at $3,237, and milk and cheese-making machinery at $16,652.

The greater part of the import of threshing machines, seeders, grain cleaners, forage choppers, ploughs, harrows, milk and cheese-making machinery, etc., was credited in the Hungarian trade returns to Austria, but it is probable that a great amount of German and some English machinery is included in the totals given, having been imported into Austria and then reshipped to Hungary, thus appearing in the trade returns as of Austrian origin.

PRINCIPAL LINES OF IMPLEMENTS SOLD.

The leading Hungarian, Austrian, Bohemian and some of the German makers of agricultural machines and implements have maintained offices and attractive showrooms at Budapest, which was the centre of the trade for the whole of Hungary and a great part of southeastern Europe. United States and Canadian makes were also well represented before the war by offices and showrooms of their own in addition to agents throughout the territory covered from Budapest. Agricultural machines were chiefly sold in Hungary before the war on the basis of from four to nine months' credit. Continental manufacturers usually accorded their agents a discount of from 20 to 30 per cent off the list prices, while sub-agents and dealers were allowed from 10 to 15 per cent. Contributions were also made to the cost of advertising.

The ploughs having the largest sale in Hungary have been the German Sack and Eckert makes, although the makers in what is now Czecho-Slovakia have also enjoyed a large trade. The Sack plough is considered the model for Hungarian requirements. It is arranged to turn the furrow entirely over and is fitted to a two-wheel fore-carriage. The farmers of Hungary steadfastly adhere to the fore-carriage plough. These ploughs sold at from $8 to $10 before the war. The firm of Rudolph Sack also manufactured a harrow that had a large sale in Hungary, although American makes were also well to the fore.



Two Methods of Harvesting in Hungary.

The English and German types of threshing machines are preferred in Hungary to the American. Threshers were manufactured on English patents by the Hungarian State Railroads. The German make having the largest sale was that of Heinrich Lanz, of Mannheim. The establishment of branch factories of English houses in Austria and Hungary had decreased the direct importations from Great Britain of threshing machines and portable steam engines. Steam-ploughing outfits for use chiefly on the large estates were imported from Great Britain (Fowler) and Germany, and also manufactured in Hungary by the factories of the Grand Duke Frederick and the Hungarian State Railroads.

Tractors were being introduced into Hungary when the war intervened. With the distribution of the large estates among the peasantry there are now excellent prospects for the future trade in a small tractor up to 20 horse-power for sale to medium estate owners and associations of peasants. This trade is worthy of the careful consideration of Canadian manufacturers of tractors and gang ploughs, two and three furrows. Formerly Hungary was one of the best markets in Europe for steam-ploughing outfits, but the future should witness a great development in the use of motor traction for ploughing and general farm work. Hitherto the steam ploughs have been used on the large estates, the peasants adhering to oxen or horse-drawn ploughs owing to the smallness of their holdings. The tendency for co-operation among the peasants in the use of machinery and the formation of peasant associations is being carefully watched by the agricultural machinery dealers at Budapest, since the distribution of the large estates is expected to revolutionize the machinery trade.

Other agricultural machines supplied to Hungary chiefly by German, Bohemian, and Austrian firms included beet-gathering machines with automatic stalk cutters, corn shelters, grain separators and cleaners. Drills and seeding machines were also chiefly supplied from these countries, but United States and Canadian makes were represented. On the whole it may be stated, that with the exception of the lines of ploughs and threshing machinery, there is a preference in Hungary for United States and Canadian agricultural machines, provided prices are in line with those of European makes. In harvesting machines these countries have had the bulk of the trade. Attempts are being made to manufacture reapers and mowers locally, but are not likely to interfere with the sale of Canadian makes when normal trade can be resumed. On the other hand, during the war the German, Austrian, and Hungarian factories commenced the manufacture of spare parts in order to maintain the American and Canadian machines in the country in running order. These factories are now able to supply most of the requirements for spare parts for harvesting machines. This will probably have an effect on the trade in spare parts from abroad for some little time. It is too early yet to predict the effect which the expropriation of the large estates will have on the sale of harvesting machines. The distribution of more land to the peasants may possibly result in an increased use of reapers, which will counterbalance the falling off in the demand for binders and mowers from the large proprietors. Up to the present the crops on the small peasant holdings have been harvested chiefly by the use of sickles and scythes, but with larger holdings and greater co-operation among the peasants, the use of harvesting machinery may become more general.

SUMMARY OF THE SITUATION.

The agricultural machinery situation in Hungary may be summarized by stating that there is a great need for nearly all lines of agricultural machines and implements owing to losses and deterioration during the war. The lack of traction animals augments the need for farm machinery, such as tractors and locomobiles. On the other hand, the financial position of the country hinders the importation of large quantities of agricultural machinery from abroad. The proposed land reforms render uncertain the future of the machinery trade, since the large landowners were formerly the chief purchasers of farm machinery. The distribution of the land among the medium estates and peasant holdings of from 12 to 75 acres will have a marked influence on future sales. A great deal may be said to depend on how far the peasants will tend to co-operate in the use of machinery. The formation of peasant associations and the confining of dealings to these organizations is regarded as a future possibility of the trade. It is evident that when the trade in agricultural machinery is resumed with Hungary it will be conducted under entirely different conditions to those prevailing before the war.

The revival of exports from Hungary and the urgent need for renewed farm equipment will undoubtedly lead the Government to take measures before long for facilitating the importation of agricultural machines. Purchases can now be made only on the basis of cash or against Hungarian produce, so that the assistance of the Government is needed in view of the low exchange value of the crown. Negotiations for the purchase of ploughs from Czecho-Slovakia have been reported, while lately the press has given publicity to a proposal said to emanate from a syndicate of Italian manufacturers who offer to supply Hungary with agricultural implements and artificial fertilizers for which they will accept payment in agricultural produce over a long term of years. In a few years, when the country commences to recover from its present crisis, negotiations of the kind mentioned will be supplanted by regular importations without Government assistance, and it will be then that Canadian firms will have the opportunity of establishing connections in the Hungarian market with a view to building up a large trade in agricultural machines and implements.

FOREIGN TRADE OF ROUMANIA DURING 1919.

REPORT OF TRADE COMMISSIONER L. D. WILGRESS.

Bucharest, October 12, 1920.—The Director General of Statistics has given to the press an advance statement reviewing the foreign trade of Roumania during the year 1919, the figures for the year in question having just been made public.

COMPARISON OF IMPORTS AND EXPORTS.

It is first of all pointed out that the results of the trade turnover during 1919 are rather of an abnormal character, and show a very great difference between imports and exports. Goods were imported to a total quantity of 393,337 tons, while exports, which normally are larger than imports, amounted to only 108,508 tons. In respect of values the difference is still more striking, imported goods being valued at 3,598,279,661 lei,* as compared with exports valued at 103,775,853 lei. These figures indicate an unfavourable balance of trade which is without precedent. It may be pointed out that for 1915, the last normal year of trade, the turnover was as follows:—

	Quantities. Tons.	Values. Lei.
Imports	290,607	332,942,161
Exports	1,412,633	570,182,097

In view of the great proportion of the total trade during 1919 which was made up of imported goods, it is of interest to examine the principal lines imported and to compare the figures given for these imports with those for the year 1915, the last year of normal trade.

GOODS IMPORTED.

Of the lines imported into Roumania in 1919 the most important in respect of value were vegetable textiles and derivatives thereof, i.e., cotton and linen cloth, etc., of which there were 19,218 tons of a total value of 887,078,852 lei. These goods therefore represent 24 per cent of the total importations in 1919. The import of this class of goods during the year 1915 amounted to 9,402 tons of a value of 53,126,932 lei, which represented 15 per cent of the total imports in that year.

IMPORTS OF CEREALS.

The year 1919 is also remarkable for an import into Roumania of 220,149 tons of cereals and products thereof valued at 361,939,732 lei. This import of what in

*Par value of lei equals 19.3 cents.

normal times is the chief export from Roumania was comprised of flour and wheat for feeding the population and grain for sowing purposes. In 1915 there were imported 47,297 tons valued at 29,000,000 lei of cereals and their products.

WOOLLENS.

A large amount of woollen goods—cloth, blankets, etc.—comprise the next largest item of import into Roumania during the year 1919. The quantity imported was 1,807 tons of a value of 285,410,484 lei, as compared with an import of woollens in 1915 of 2,443 tons valued at 19,384,804 lei.

CLOTHING.

For the needs of the population there were also imported into Roumania in 1919 ready-made clothing articles, 2,443 tons in weight and of a total value of 279,727,539 lei. The import of this line in 1915 was 2,994 tons valued at 18,000,000 lei.

FOODSTUFFS.

The importation of food products, such as meats, grease, canned foods, fish, etc., amounted in 1919 to 16,101 tons valued at 246,483,372 lei, whereas in 1915 only 6,148 tons of these kind of goods were brought in and the total value was about 10,000,000 lei.

Great quantities of fruits and colonial foodstuffs were also imported in 1919, the total amount being 20,966 tons of a value of 232,951,868 lei, while sugar and sugar products were imported to the extent of 19,741 tons for the value of 149,673,761 lei. In 1915 only 1,843 tons of sugar were imported valued at 1,200,000 lei.

METALS.

Metals and products comprise another important line of import into Roumania during the year 1919, the total amount being 26,224 tons of a value of 189,715,405 lei. The quantity imported in 1915 was very much greater, but the total value of this import in that year was 49,000,000 lei. The importation of machines in 1919 amounted to 7,720 tons valued at 93,425,884 lei, as compared with 6,136 tons of a value of 12,500,000 lei for the year 1915.

MISCELLANEOUS.

Silk and silk goods were imported during 1919 to an amount of 250 tons and a value of 92,909,070 lei, whereas 304 tons were brought in during 1915. Vegetables, flowers, seeds and other parts of plants were supplied to Roumania to the extent of 9,392 tons of a value of 59,310,478 lei. In 1915 the import of these products was 8,320 tons valued at 13,000,000 lei.

Rubber and rubber goods and vegetable juices accounted for an import of 2,081 tons of a value of 57,072,882 lei, while in 1915 for only 1,706 tons valued at less than 9,000,000 lei. Medicines and chemical products represented in 1919 an import of 6,253 tons of a value of 70,450,335 lei, to be compared with 12,684 tons and 19,000,000 lei for 1915. During 1919 there were imported about 150 tons of perfumery worth 9,508,693 lei, while in 1915 the country got along with an importation of 122 tons of an approximate value of two million lei.

Vehicles and the like were imported in 1919 to the extent of 1,363 tons of a value of 28,090,668 lei, as compared with 3,995 tons and 5,000,000 lei in 1915.

EXPORTS FROM ROUMANIA.

As regards exports from Roumania, it has already been pointed out that they were of insignificant proportions as compared with the quantity and value of the

goods imported. The total value of the exports, amounting to 103,775,853 lei, was comprised chiefly of oil and bituminous products valued at 63,122,278 lei and of a total amount of 44,000 tons. It is thus seen that the petroleum industry contributed about 60 per cent of the total export from Roumania during the year 1919.

The next most important line of export was vegetables, flowers, seeds and parts of plants, of which 10,462 tons were exported of a total value of 15,317,937 lei. This export principally consisted of rape-seed and mustard-seed, as these were the only products of this line permitted to be exported.

There was practically no export of the cereals and other products which in normal times comprised so large a proportion of the total export trade, since during 1919 there was not enough of these products to satisfy the internal demands of the country.

NINE MONTHS' FOREIGN TRADE OF THE UNITED KINGDOM.

Trade Commissioner Harrison Watson.

London, England, October 12, 1920.—While it is generally assumed that resulting from a number of features—which include high prices, labour unrest and the constant advances in wages, and also heavy taxation and restriction of credit—trade in this country shows distinct signs of reaction, and the outlook is far from favourable, there is little in the statistics of overseas trade for the month of September to justify the very alarmist statements to which publicity has been given. That month's returns, indeed, continue much upon the lines of the figures of the previous eight months of the year, although it is obvious that these figures cover transactions of some time ago.

At the same time, although the monthly figures do not vary greatly in their aggregates of valuation, there has throughout the year been a great diversity in the constituent parts because, more especially as regards imports, different months are characterized by abnormal quantities of particular articles. In the case of September the feature is the exceptionally heavy imports of "Grain and Flour", the value of which increased nearly another £5,000,000 over the already abnormal imports of August, mainly representing transactions with the United States. This has not only very adversely influenced American exchange, but has had the further unfortunate effect of keeping up high prices in this country, which otherwise must have in many cases fallen in sympathy with the movement which has taken place in the United States and elsewhere.

Another feature which certainly gives ground for apprehension is the considerable fall in the value of imports of raw materials, because this reflects the relaxation in industrial activity which is being generally experienced.

TOTALS OF TRADE FOR THE FIRST THREE QUARTERS.

The Board of Trade returns are, however, of chief interest as completing the third quarter of the year, and thus affording an opportunity of contrasting the progress of foreign trade for the nine months of 1920 with similar figures for 1919.

The details are as follows, both with amounts and percentage of increase or decrease:—

	Nine months ended September, 1920.	Nine months ended September, 1919.	Increase.	Per cent.
Imports	£1,501,190,564	£1,166,450,071	£334,731,493	28.8
Exports (British)	1,007,278,036	541,346,048	465,931,988	86.1
Re-exports	180,458,482	98,251,012	82,207,470	83.7
Total	£2,688,927,082	£1,806,056,131	£882,870,951	48.8

TOTALS OF TRADE FOR THE FIRST THREE QUARTERS.—*Concluded.*

Month.	Imports.	Exports (Total).	Excess of Imports. over Exports.
January..	£183,498,388	£131,344,386	£52,154,002
February..	170,514,272	108 567,919	61,946,353
March..	176,647,515	130,730,738	45,916,777
April..	167,154,309	126,659,111	40,495,198
May..	166,333,816	139,579,590	26,754,316
June..	170,491,230	136,476,278	34,014,952
July..	163,342,351	155,300,383	8,041,968
August..	153,254,578	128,271,682	24,982,896
September..	152,692,339	130,806,521	21,885,818
	£1,503,928,798	£1,187,736,518	£316,192 280

Although, as just mentioned, the details of trade have been far from even, it is advantageous to publish the monthly figures of imports and exports in rotation, as above, and while these are satisfactory in so far that they show a fairly steady decrease in imports, it is less encouraging to notice that the buoyancy in export trade has not been maintained, for while the figures throughout show a remarkable jump over the 1919 returns, the September exports actually aggregate some £500,000 less than the figures for January, 1920—although this is wholly due to decrease in re-exports—which in view of prices now ruling, and the knowledge that quantities and weights in the early part of the year were far below the pre-war level, indicate that export trade has temporarily ceased to expand.

A more favourable feature is the reduction of the excess of imports over exports to £316,192,280 for the nine months, which is more than £210,000,000 less than for the corresponding figures for 1919, or alternatively 40½ per cent.

FACTORS RESPONSIBLE FOR THE FUTURE UNCERTAIN POSITION.

The check in export trade is due, and largely attributed, to the unsatisfactory financial and labour conditions, combined with restriction of production, but it is certain that another, and very immediate cause, has been the threatened coal strike, which for weeks past has hung suspended like the sword of Damocles over the manufacturers and merchants of the United Kingdom, and absolutely held up future plans and operations of all kinds.

A new feature which is directly affecting the export trade of this country, and is, moreover, causing grave apprehension to its manufacturers, is the undoubted revival of industrial activity in continental countries, which, gradually recovering from the disasters of war, have recommenced, after a cessation of five years, the competition which so sorely affected British manufacturers in pre-war days.

The remarkable restoration of Belgian industries, which incidentally reflect the greatest credit upon the energy and enterprise of its inhabitants, resulted, as has already been reported, in imports into the United Kingdom from Belgium increasing during the first half of this year to £24,702,359 from £754,316 in 1919; while imports from Germany attained nearly £12,000,000 in comparison with less than £10,000 in the previous year, indicative of recrudescence of activity also there.

As figures of trade by countries for the third quarter will not be issued for another month, one can only surmise that this movement has recently been maintained, and probably accelerated.

In any case, manufacturers all over the country complain that considerable importations of many goods, including hosiery and lace, toys, enamelled ware and some other hardware lines, are coming into the country from the Continent at prices with which the British manufacturer claims he cannot compete, under the new conditions of high wages and restricted hours—at least as long as the manufacturers of many European countries have the advantage of the present exchange conditions.

It will be recalled that, during the war, the British Government announced its determination to guarantee so-called British "key" industries from the unfair competition which so grievously affected them before the war, and at the same time to generally protect legitimate British industries from indiscriminate dumping, and it was understood that this was to be achieved mainly by a system of licensing of imports.

A measure which was duly presented to Parliament with this object—the "Anti-Dumping Bill"—but which also included other matters, encountered such political opposition that it was withdrawn, with the promise that the Bill would be remodelled and re-introduced at an early date.

So far this action has not been taken, and while the delay is doubtless due to the protracted aftermath of the war, manufacturers contend that unless immediate action is taken, irreparable damage must be caused to British industry and trade, and more especially the many new industries which were inaugurated during the war, with Government approval, with the object of making the country self-sustaining, will inevitably be destroyed.

CLASSIFIED SUMMARIES OF TRADE FOR THE NINE MONTHS.

Although details of trade by articles, with the exception of leading foodstuffs and a few raw materials have not yet been issued for the year 1919, the summaries published by the Board of Trade show the movements of the principal branches of trade for the first three quarters of 1920, and are reproduced below in comparison with similar figures for 1913 and 1919.

As regards imports, it will be observed that there has been some increase under all categories, and while advanced prices would largely account for the increased valuation of foodstuffs, there has undoubtedly been a considerable augmentation in the quantities of raw materials which have come in.

From an economic point of view the considerable growth in the imports of wholly manufactured goods is less satisfactory, but while many of the commodities which have been brought in have been supplies that are actually required by the population, it should be borne in mind that a number of the items in this classification are really semi-manufactured goods which are needed by United Kingdom manufacturers.

As regards exports, there has certainly been a remarkable expansion in the value of wholly manufactured goods, and while this was largely due to cotton goods, the price of which was abnormally enhanced, the increases are visible under all headings.

Re-exports nearly doubled in value as compared with 1919, and while the restoration of the entrepot trade is of the greatest value to British merchants and shipping interests, it will be noticed that the bulk of the increase took place in raw materials.

Summaries of Imports and Exports

IMPORTS (VALUE C.I.F.), NINE MONTHS ENDED SEPTEMBER 30.

Nine Months ended 30th September.

I.—Food, Drink, and Tobacco.

	1913.	1919.	1920.
A. Grain and flour	£63,628,170	£105,480,508	£170,164,122
B. Feeding stuffs for animals	3,614,822	6,493,733	6,516,912
C. Meat	42,619,625	145,104,627	105,711,857
D. Animals, living, for food	275,689	.....	—
E. Other food and drink, non-dutiable	59,387,756	121,257,913	129,350,210
F. Other food, dutiable	40,222,006	124,042,907	136,771,742
G. Tobacco	4,956,550	29,062,312	30,195,875
Total, Class I.	£214,704,618	£531,442,000	£578,710,718

II.—Raw Materials and Articles Mainly Unmanufactured.

	1913.	1919.	1920.
A. Coal	£ 443,443	50	—
B. Other non-metallic mining and quarry products and the like	2,347,910	3,623,585	7,150,953
C. Iron ore and scrap	5,787,814	9,212,738	16,295,868
D. Non-ferrous metalliferous ores and scrap	9,383,652	10,285,140	13,237,700
E. Wood and timber	25,125,244	48,234,360	62,007,379
F. Raw cotton and cotton waste	38,760,741	123,544,575	212,285,058
G. Wool, raw, and waste, and woollen rags	30,975,768	85,016,847	76,560,264
H. Silk, raw, knubs and noils	908,250	1,981,689	3,255,410
I. Other textile materials	12,496,553	14,606,358	28,202,819
J. Oil seeds, nuts, oils, fats, resins and gums	22,147,995	60,790,800	63,473,829
K. Hides and skins undressed	11,496,574	22,004,493	27,499,279
L. Paper-making materials	4,159,195	11,336,562	24,874,586
M. Rubber	17,371,387	19,120,574	21,731,896
N. Miscellaneous, raw materials and articles mainly unmanufactured	9,334,808	10,108,991	15,453,557
Total, Class II	£190,296,334	£419,866,762	£572,028,598

III.—Articles Wholly or Mainly Manufactured.

	1913.	1919.	1920
A. Coke and manufactured fuel	£ 24,975	£ 630	£ 6,973
B. Earthenware, glass, abrasives, etc.	3,977,513	1,942,709	8,140,518
C. Iron and steel and manufactures thereof	11,665,780	7,983,423	17,879,565
D. Non-ferrous metals and manufactures thereof	22,472,425	25,565,402	31,602,141
E. Cutlery, hardware, implements and instruments	4,839,483	6,432,439	8,189,859
F. Electrical goods and apparatus	1,130,923	931,967	1,065,350
G. Machinery	5,430,628	11,246,404	14,671,868
H. Manufactures of wood and timber	2,637,582	3,032,924	6,019,596
I. Cotton yarns and manufactures	6,889,798	3,354,412	7,700,811
J. Woollen and worsted yarns and manufactures	7,777,410	1,000,338	14,669,275
K. Silk and silk manufactures	11,420,274	15,967,912	29,492,832
L. Manufactures of other textile materials	7,604,003	7,265,456	19,580,015
M. Apparel	8,780,797	4,946,511	12,563,386
N. Chemicals, drugs, dyes and colours	9,834,996	15,106,605	26,019,304
O. Oils, fats and resins, manufactured	10,009,202	33,160,792	54,175,314
P. Leather and manufactures thereof	8,805,516	28,345,967	17,912,689
Q. Paper and cardboard	5,703,698	7,742,580	24,015,078
R. Vehicles (including locomotives, ships and aircraft)	4,222,432	5,623,725	22,105,710
S. Rubber manufactures	2,852,876	1,972,042	5,407,736
T. Miscellaneous articles, mainly or wholly manufactured	14,753,458	29,810,999	26,830,718
Total, Class III	£150,833,769	£211,433,237	£348,048,738
IV. Animals, not for food	£ 355,286	£ 335,431	£ 350,388
V. Parcel post, non-dutiable articles	£ 1,576,692	£ 3,381,641	£ 2,052,122
Total	£557,766,699	£1,166,459,071	£1,501,190,564

BRITISH EXPORTS (VALUE F.O.B.).

I.—Food, Drink, and Tobacco.

	1913.	1919.	1920.
A. Grain and flour	£ 1,711,459	£ 2,499,174	£ 2,219,048
B. Feeding stuffs for animals	1,705,398	250,523	633,802
C. Meat	853,457	399,190	633,802
D. Animals, living for food	36,348	75	6,108
E. and F. other food and drink	16,544,728	15,050,702	26,945,768
G. Tobacco	2,387,712	3,261,298	7,098,207
Total, Class I	£ 23,239,102	£ 21,460,962	£ 37,650,654

II.—Raw Materials and Articles Mainly Unmanufactured.

	1913.	1919.	1920.
A. Coal	£ 37,632,156	£ 56,718,816	£ 78,492,476
B. Other non-metallic mining and quarry products and the like	649,227	612,527	1,795,376
C. Iron ore and scrap	320,179	194,272	556,877
D. Non-ferrous metalliferous ores and scrap	131,180	35,213	1,606,893
E. Wood and timber	260,835	632,359	847,616
F. Raw cotton and cotton waste	.....	.....	2,712,588
G. Wool, raw and waste, and woollen rags	3,254,606	4,248,914	7,581,800
H. Silk, raw, knubs and noils	91,352	79,623	86,209
I. Other textile materials	221,718	353,880	555,762
J. Oil seeds, nuts, oils, fats, resins and gums	2,057,121	7,988,786	9,678,371
K. Hides and skins, undressed	1,386,805	1,035,606	3,551,127
L. Paper-making materials	700,354	554,053	1,997,105
M. Rubber	.....	166,026	419,473
N. Miscellaneous raw materials and articles mainly unmanufactured	2,021,328	2,395,922	4,465,242
Total, Class II	£ 48,726,861	£ 75,015,997	£114,346,915

III.—Articles Wholly or Mainly Manufactured.

	1913.	1919.	1920.
A. Coke and manufactured fuel	£ 2,123,737	£ 5,646,468	£ 16,384,835
B. Earthenware, glass, abrasives, etc.	5,629,400	5,635,352	12,998,370
C. Iron and steel and manufactures thereof	41,767,920	45,196,849	95,494,726
D. Non-ferrous metals and manufactures thereof	9,088,711	9,056,947	19,994,787
E. Cutlery, hardware, implements and instruments	5,298,096	5,525,363	9,602,575
F. Electrical goods and apparatus	3,764,389	3,802,038	7,987,233
G. Machinery	24,961,406	20,586,881	42,245,389
H. Manufactures of wood and timber	1,472,231	739,862	1,976,671
I. Cotton yarns and manufactures	94,907,201	162,832,022	309,336,162
J. Woollen and worsted yarns and manufactures	27,688,718	66,463,105	105,644,609
K. Silk and silk manufactures	1,582,205	2,638,780	4,143,289
L. Manufactures of other textile materials	11,771,136	17,662,563	35,437,699
M. Apparel	16,026,481	16,182,764	36,648,364
N. Chemicals, drugs, dyes and colours	15,018,286	19,171,383	30,591,146
O. Oils, fats and resins, manufactured	3,336,626	8,917,890	11,286,394
P. Leather and manufactures thereof	3,836,959	3,991,305	9,606,402
Q. Paper and cardboard	2,798,448	3,027,459	8,144,254
R. Vehicles, (including locomotives, ships and aircraft)	18,802,660	7,750,475	40,114,427
S. Rubber manufactures	2,372,147	5,325,475	8,875,747
T. Miscellaneous articles mainly or wholly manufactured	18,970,297	26,643,576	36,005,620
Total, Class III	£311,217,054	£436,796,557	£842,518,699
IV. Animals, not for food	£ 1,590,978	£ 1,013,388	£ 3,235,150
V. Parcel post	£ 5,987,906	£ 7,059,144	£ 9,526,618
Total	£390,761,901	£541,346,048	£1,007,278,036

Imports from Canada.

From the customary detailed table of imports by countries of grain, provisions, and certain raw materials it will be observed that imports from Canada have continued to show a notable decline from the previous year in almost every line.

Reference has already been made to the heavy receipts of wheat from the United States which have taken place during the past two months, and it will be noticed that while imports from that source have increased by 5,000,000 cwt., shipments from Canada have fallen away by nearly one-third.

Looking still further back, it is seen that while in 1913, Canada contributed 14,834,200 cwts., as against 24,824,983 imported from the United States, in 1920 her share is only 8,741,300 cwts., against 29,802,100 from the United States.

This, and also the heavy receipts of wheat from the Argentine and Australia, are of course largely attributable to continuation of British Government control, and

to a great extent represent the carrying out of past commitments, and it is to be anticipated, with the bounteous new Canadian crop, that a situation much more favourable to Canada must speedily develop.

As regards flour, there has been a heavy reduction of quantities in comparison with 1919, but here again, while imports from America have decreased less than one-half those from Canada have fallen away by more than two-thirds.

A large decline is also noticeable in the case of imports of Canadian barley, oats and peas.

As might be anticipated, purchases of bacon and hams from abroad exhibit a heavy decrease, and in this case the reduction in Canada's share is less than with consignments from the United States.

Canada's butter contribution is practically unchanged, and still represents only a fraction of what is brought in.

In the case of cheese, while quantities from Canada are greater than in 1919, and exhibit only a small falling off from receipts of 1913, it is somewhat disquieting to note the fact that the importations of New Zealand cheese have about doubled during the war, having risen from 506,352 cwts. in 1913 to 1,011,091 cwts. in 1920, which latter figure exceeds Canada's share by about one-fifth.

Arrivals of canned salmon are down by nearly 75 per cent, while the share of the United States has fallen away by only about one-third, and receipts from what is classified as "other countries" actually show a considerable increase.

TABLE SHOWING THE TOTAL IMPORTS AND RECEIPTS FROM CANADA OF CERTAIN AGRICULTURAL PRODUCTS INTO THE UNITED KINGDOM DURING NINE MONTHS ENDED SEPTEMBER 30, 1920 AND 1919.

	1919.		1920.	
	Quantity. Cwts.	Value £	Quantity. Cwts.	Value. £
1. *Wheat*—				
Total imports	48,789,300	45,559,049	86,653,300	111,309,649
Argentina	3,409,000	3,161,023	30,768,300	38,247,256
Australia	8,053,400	7,526,492	17,136,700	15,295,475
United States	24,728,700	23,126,671	29,802,100	44,326,963
Canada	12,571,600	11,720,160	8,741,300	13,205,253
2. *Wheat Meal and Flour*—				
Total imports	14,711,970	21,378,330	8,359,618	14,937 302
United States	9 071,770	13,171,083	4,983,000	9,191.243
Australia	1,063,000	1,533,841	1,260,300	2,010,808
Argentina	5,900	6,504	184,318	228,783
Canada	4,433,900	6,472,838	1,326,900	2,546,850
3. *Barley*—				
Total imports	11,806,700	12,345,565	7,618,000	9,070,868
United States	7,898,200	8,421,889	3,949,800	4,905,836
Canada	3,407,000	3,386,962	1,697,800	1,864,770
4. *Oats*—				
Total imports	3,570,721	3,628,065	4,518,800	4,251,156
Argentina	523,700	539,442	3,933,900	3.668,293
United States	1,767,721	1,791,097	155,200	157,097
Canada	628,300	592,152	109,600	116,147
5. *Bacon*—				
Total imports	7,337,172	65,204,537	4,175,579	37,195,800
United States	5,356,415	47,327,671	3,601,313	22,744,672
Denmark	6,586	65,219	449,022	4,551,318
Canada	1,804,858	16,341,182	1,084,664	9,552,037
6. *Hams*—				
Total imports	1,736,750	15,890,918	254,382	2,326,300
United States	1,647,581	14,612,709	222,038	2,032,730
Canada	70,030	614,105	21,022	187,281

TABLE SHOWING THE TOTAL IMPORTS AND RECEIPTS FROM CANADA, ETC.—*Concluded.*

	1919.		1920.	
	Quantity.	Value	Quantity.	Value.
7. *Butter*—	Cwts.	£	Cwts.	£
Total imports	1,300,973	16,408,053	1,322,371	18,401,342
Denmark	141,081	1,879,122	633,202	8,975,492
New Zealand	317,160	3,888,585	259,249	3,584,457
Victoria	179,033	2,253,929	72,605	958,626
New South Wales	97,620	1,227,216	74,284	987,710
Argentina	264,315	3,327,097	76,388	1,065,630
United States	193,189	2,452,927	50,794	678,480
Netherlands	1,628	20,609	45,765	640,326
Canada	24,062	299,413	25,474	363,895
8. *Cheese*—				
Total imports	1,574,713	11,459,841	2,166,852	16,149,631
New Zealand	786,627	5,329,800	1,011,091	7,413,229
Netherlands	.....	902	.....	18,278
United States	18,889	143,704	71,283	505,419
Australia	98,074	734,651	67,960	497,484
Canada	568,492	4,398,290	807,005	6,315,919
9. *Eggs*—	Gt. Hunds.		Gt. Hunds.	
Total imports	3,370,516	4,895,406	4,736,742	7,379,157
Denmark	1,077,586	1,689,257	2,871,219	4,933,524
Egypt	709,768	878,577	566,498	597,208
United States	860,825	1,367,075	271,913	450,760
Canada	480,638	654,969	251,405	438,273
10. *Canned Salmon*—	Cwts.		Cwts.	
Total imports	878,711	6,115,178	548,110	4,612,425
United States	369,054	2,281,615	242,673	1,946,813
Origin not stated	136,703	1,310,092	209,606	1,875,012
Canada	372,954	2,523,471	95,831	790,600
11. *Lobsters*—				
Total imports	25,765	495,887	21,148	492,376
Newfoundland	431	9,161	1,414	28,703
Canada	25,029	483,892	19,696	463,293
12. *Oil Seeds, Flax or Linseed*—	Qrs.		Qrs.	
Total imports	2,121,665	15,400,948	260,270	11,456,182
Argentina	720,282	5,043,800	152,097	6,341,807
British East Indies	1,363,548	9,700,026	85,352	3,646,401
Canada	24,071	478,585	2,143	213,540
13. *Wood, Hewn, Hard, except Mahogany*—	cu. ft.		cu. ft.	
Total imports	Figures kept differently		2,123,772	1,244,541
Origin not stated	.....	.....	682,840	483,597
United States	.....	.....	414,193	229,397
British East Indies	.....	.....	169,917	169,382
Sweden	.....	.....	55,283	16,569
Canada	.....	.....	655,423	304,767
14. *Wood, Hewn, Soft*—				
Total imports	Figures kept differently		182,612	2,185,492
United States	.....	.....	65,712	979,917
Sweden	.....	.....	33,209	355,207
Norway	.....	.....	16,709	187,099
Canada	.....	.....	18,437	324,643
15. *Timber, Sawn, Hard, except Mahogany*—	cu. ft.		cu. ft.	
Total imports	Figures kept differently		10,211,478	16,784,991
United States	.....	.....	4,674,758	2,995,761
British East Indies	.....	.....	2,053,044	2,186,928
Origin not stated	.....	.....	964,591	773,592
Russia	.....	.....	290,705	91,825
Germany	.....	.....	56,764	29,384
Canada	.....	.....	2,124,286	691,254
16. *Timber, Sawn, Soft*—				
Total imports	Figures kept differently.		2,899,508	34,699,709
Sweden	.....	.....	1,156,863	13,314,676
Russia	.....	.....	726,282	7,941,181
United States	.....	.....	218,801	3,830,590
Norway	.....	.....	130,531	1,655,950
Canada	.....	.....	618,391	7,366,036
17. *Wood Pulp, Mechanical, Wet*—	Tons.		Tons.	
Total imports	367,808	3,103,090	390,649	5,589,540
Norway	229,203	1,916,155	246,058	3,012,484
Sweden	69,119	579,915	69,380	1,134,904
Canada	52,886	473,066	56,825	1,114,676

APPLE PRICES IN ENGLAND.

The following cablegram has been received from the Canadian Department of Agriculture representative at Glasgow:—

Glasgow, October 28: 3,126 barrels and 9,068 boxes ex ss. *Sicilian* auctioned. Greenings, No. 1's, 48s. to 50s., No. 2 41s. to 46s., No. 3, 36s.; Snow, No. 1, 59s. to 62s., No. 2, 50s. to 53s., Domestic, 35s. to 36s., No. 3, 33s.; King, No. 1, 60s. to 66s., No. 2, 55s. to 58s., Domestic, 48s.; Cranberry, No. 1, 41s. to 50s., No. 2, 39s. to 45s., No. 3, 33s.; Ben Davis, No. 1, 44s. to 49s., No. 2, 39s. to 45s.; Starks, No. 1, 42s. to 48s., No. 2, 39s. to 43s. Various varieties No. 1, 46s. to 68s., No. 2, 42s. to 48s. Domestic, 35s.; B.C. Cox Orange, 25s. to 26s. per box, No. 2, 22s.; McIntosh, 21s. to 21s. 6d., No. 2, 17s. 6d.; Wealthy, No. 1, 19s., No. 2, 16s.; Jeffries, No. 1, 17s.; Ontario boxed Kings No. 1, 19s., No. 2, 12s. 6d., Domestic, 17s., No. 3, 21s. 6d.; Cranberry, No. 1, 15s. 6d., No. 2, 18s. 6d., Domestic, 15s. to 17s.; Greenings, No. 1, 14s. 6d., No. 2, 15s., No. 3, 13s.; Canada Red, Nos. 1 and 2, 17s.; Snow, No. 1, 18s. 6d., No. 2, 19s. 6d., Domestic, 17s., No. 3, 17s. 3d.; McIntosh, No. 1, 18s., No. 2, 17s.; Wealthy, No. 1, 18s. to 19s., No. 2, 16s. 6d., Domestic, 17s. 6d.; various varieties, No. 1, 14s. to 16s.; 17,348 barrels, principally New York State stock, ex ss. *Vindelia* 18s. (slacks) to 52s., bulk sold at 40s. to 48s.; Baldwins, 35s. to 52s., bulk at 37s. to 48s.; Ben Davis., 38s. to 47s., Albemarle, 36s. to 65s., bulk at 44s. to 61s.; Greenings, 33s. to 44s.; various varieties, 33s. to 57s.

The following cables have been received from the Canadian Fruit Trade Commissioner, Engand:—

Liverpool, October 28: 689 barrels Ontario apples ex ss. *Megantic* and ss. *Minnedosa,* tights: Stark No. 1 47s.; Cranberry No. 1 53s., No. 2 50s., No. 3 39s.; Ben Davis No. 1 49s. to 50s., No. 2 45s., No. 3 38s. 6d.; Twenty Ounce No. 1 51s., No. 2 47s.; Peewaukee No. 1 44s. to 48s., No. 2 40s.; Bottle Greening No. 1 50s.; King No. 1 63s., No. 2 56s.; Golden Russet No. 1 and No. 2 70s.; Greening No. 3 31s.; mixed varieties No. 1 50s., No. 2 48s., No. 3 40s.; slacks, Blenheim No. 2 40s., mixed varieties No. 2 43s. Ex ss. *Digby,* 1,003 barrels Scotians, tights: King No. 1 50s. to 51s., Domestic 42s. to 44s.; Blenheim No. 1 43s. to 44s., No. 2 40s., Domestic 35s. 6d. Ontario No. 1 36s. 6d.; Stark No. 1 45s., No. 2 42s.; Wagener No. 1 50s., Domestic 34s. 6d.; Greening No. 1 53s., Domestic 37s.; slacks, King No. 1 47s.; Blenheim No. 1 40s.

Liverpool, October 29: 935 barrels Ontario apples ex ss. *Megantic* and *Minnedosa.* Tights: King No. 1 62s. to 63s.; Bottle Greening No 1 56s.; mixed varieties No. 1 49s. to 57s., No. 2 48s. to 53s., No. 3 43s.; Spies, Domestic, 48s.; Greenings No. 2 50s. to 52s.; Peewaukee No. 2 45s.; Snow No. 2 45s. Ex ss. *Digby,* 1,123 barrels Scotians, tights: King No. 1 53s. to 56s., No. 2 50s. to 51s., Domestic 46s. to 47s.; Blenheim No. 1 46s. to 48s., No. 2 46s.; mixed varieties No. 1 53s., No. 3 35s. 6d.; slacks: King No. 1 45s. to 51s., No. 2 43s. to 49s.

(All prices are for Saturday, and are wholesale unless otherwise quoted.)

Liverpool, November 2: Virginia York Imperials, tights 60s. to 65s., slacks 53s. to 58s. November 3: a few Ontario barrels ex ss. *Melagama;* Baldwin No. 1 63s., No. 2 50s. to 56s.; King No. 1 66s., slack No. 1 60s., No. 2 58s.; Golden Russet No. 1 62s., No. 2 57s.; Greening No. 1 53s., No. 2 50s.; Spy No. 1 65s. No. 2 50s.; Fallawater No. 1 63s.; Phœnix No 1 55s., No. 2 50s.; New York Badwins 54s. to 55s.; Greening 57s. to 58s.

LLOYD'S ANNUAL REPORT ON SHIPBUILDING.

Trade Commissioner Harrison Watson.

London, October 19, 1920.—While it is gratifying to learn from the Annual Report of the operations of Lloyd's Register of Shipping that the value of the society's classification still receives universal recognition and that their activities have not only increased but extended to all countries where construction is taking place, shipbuilding figures have recently been receiving so much attention that the chief interest of the present report is centred in those sections which deal with the great increase in the use of oil fuel and of oil engines.

OIL FUEL.

During the year ended 30th June, of the new ships classed, no less than 426 vessels, of 1,995,788 tons, were fitted for burning oil fuel, almost exactly double the previous year's figures, while a very large number of steamers which had previously burned coal have also come under the society's survey both in the United Kingdom and abroad, with a view to being converted to burn fuel oil.

According to the society's records, it appears that the world's total tonnage of 100 tons and upwards on their register, the following is the approximate division as regards fuel:—

76 per cent use coal as fuel,
16·3 per cent are fitted to use oil as fuel for boilers,
1·7 per cent use oil in internal combustion engines,
6 per cent have sail power only;

and as an illustration of the progress made the same figures are given for the previous year:—

82 per cent used coal as fuel,
10·5 per cent were fitted to use oil as fuel for boilers,
1·5 per cent used oil in internal combustion engines,
6 per cent had sail power only.

OIL ENGINES.

Since the Armistice a great development has taken place in the use of oil engines.

During the year under review 28 new vessels, of 79,805 tons, have been classed as fitted with such engines as their main propelling power, and there are at present in the course of construction under the society's survey upwards of 150 sets of Diesel engines, and about the same number of sets of oil engines of other than the Diesel type, approximately half of which are building in the United Kingdom.

In addition, oil engines are being used in large vessels as emergency sets. The largest at present under the society's survey are those for the *Glenogle,* a twin screw vessel of 9,150 tons, having 16 cylinders, while the largest oil engine vessel completed during the year was the *Afrika,* of 8,597 tons.

It is also to be noted that an increasing number of firms are now manufacturing oil engines, and that some of these engines are intended for vessels owned by large firms who previously have exclusively used steam engines in their vessels.

There have of late been considerable modifications of the design of oil engines, both of the Diesel and of other types. Most of the former are of the four-stroke cycle with oil fuel injected by blast of high pressure air, but modifications of the plan adopted in submarine engines for the injection of fuel by pressure alone have been successfully adopted. This considerably lessens the air compression plant required, as compressed air is only then required for starting and manoeuvring, and some economy in power is thus affected.

It is worthy of note that in one type of oil engine other than Diesel, the manufacturers have developed in another direction by changing from a pressure system of fuel injection to one combining oil pressure with an added high pressure air blast for more effectively spraying the oil.

The types of opposed piston engines are being made. In these engines there are no cylinder covers.

The changes which are being made in oil engines other than Diesel are considerable. In the different types of engines usually made the maximum cylinder pressures range from 200 pounds to 350 pounds per square inch. At present other types are being made in which pressures of 390, 450, 485 and 550 pounds per square inch are to be employed.

GEARED STEAM TURBINES.

The success of geared steam turbines may be measured to some extent by the fact that of the total number of vessels classed during the past year, no less than 245 of 1,286,046 tons were provided with this means of propulsion.

SOCIETY'S OPERATIONS ON THE CONTINENT.

Following the establishment in 1919 of a central office in Paris, there has now been constituted a French Committee of Lloyd's Register, somewhat upon the same lines as those on which the American Committee of Lloyd's Register has for some years been working so satisfactorily in New York.

Another feature of the year has been the inauguration of a Swedish Committee of Lloyd's Register.

VESSELS WITH REFRIGERATORS.

At the end of June, 1920, the society's certificate in respect of refrigerating machinery was held by 200 vessels, as against 185 in the previous year.

At present about 60 additional vessels are being fitted with refrigerating installations, having a capacity of 18,000,000 cubic feet.

There are also 13 sets of refrigerating machinery being built under the society's survey and intended for Canadian Government vessels.

The survey of cold stores by the society's surveyors with a view to their being placed on the approved list of the Institute of London Underwriters, has been continued, and the committee have also arranged for the survey of cold stores on the continent.

TOTAL TONNAGE OF VESSELS REGISTERED.

For reasons already stated, it is considered superfluous to publish further statistics about shipbuilding; but all the same it appears interesting to record the number of vessels classed in Lloyd's Register Book on June 30, 1920, which was 9,587 with a total tonnage of more than 25,000,000 gross, according to the following details:—

Material of construction.	Description.	British. No.	British. Tonnage.	Other countries. No.	Other countries. Tonnage.	Total. No.	Total. Tonnage.
Iron and steel	Steam	5,173	11,725,781	3,735	12,389,475	8,908	24,115,256
"	Sail	105	108,150	280	455,082	385	563,232
Wood and composite	Steam and sail	143	52,000	151	288,431	294	340,431
Total		5,421	11,885,931	4,166	13,132,988	9,587	25,018,919

CONDITION OF THE WIRE NAIL MARKET IN MANCHESTER DISTRICT.

Trade Commissioner J. E. Ray.

Manchester, October 19, 1920.—Inquiries made among importers of wire nails in Manchester and district elicit the information that at the present time Germany and Belgium are flooding the British market at prices several pounds sterling below the current prices of Canadian manufacturers, and many buyers are of the opinion that the trade which passed into the hands of Canadian producers during the war years is about to return to its old channels unless something unforeseen and unanticipated should happen.

As is fairly well known, of the 50,000 tons of wire nails imported by Great Britain in 1913, nearly 20,000 tons came from Germany and 22,887 tons from Belgium, while only one ton was received from Canada. In 1915, over 16,000 tons were purchased from Canada; 14,815 tons in 1916; 11,011 tons in 1917; and 9,458 tons in 1918. A large proportion of those quantities came into Manchester, and hope was entertained by the importers that much of the business would be of a permanent character.

SEED PRICES IN ENGLAND.

The following cablegram has been received from Mr. Harrison Watson, Chief Canadian Government Trade Commissioner for the United Kingdom:—

"Seed values ex warehouse London, England, choice quality based on No. 2 Canadian grades, London funds, per 112 lbs., red clover 170 to 180 shillings, alsike 200 to 220 shillings, timothy 65 to 70 shillings."

Reduced to dollars and cents, value of red clover in London would be 36·4c. to 38·6c. per lb., of alsike 42·9c. to 47·1c. per lb., of timothy 13·9c. to 15c. per lb.

Under date of October 18, Mr. Harrison Watson has forwarded a copy of the London *Corn Circular*, which is devoted to seed marketing in the United Kingdom. The following comments taken from it may be of interest to the Canadian trade:—

"Trade continues slow, perhaps slacker than during September, perhaps because merchants would like to know what really constitutes a safe level of prices. The present tendency of the trade is to get down nearer to pre-war prices. It is now pretty certain that heavy rain which preceded an astonishing Indian summer may have done some injury to the red clover crop in the British Isles. The yield, therefore, may not be as large as expected. A two-third yield is assured, however, though the seed may be badly weathered. France has also had an excess of moisture. The reason assigned for lower prices in that country is because of the falling rate of exchange. It is noted with satisfaction that American and Canadian markets, which were much higher than the European parity, are now coming more into line. White Dutch clover, however, remains strong on account of scarcity. Latest reports from Canada show a rise in the price of alsike, but whether this will be sustained remains to be seen. Timothy is featureless."

Commenting on the above, Mr. Grant S. Peart, Chief, Markets Division, Seed Branch, Department of Agriculture, says:—

"The comment on alsike is another indication that Canada has important control of the world market in alsike. Prices for Canadian alsike on European markets are largely arrived at in the city of Toronto, not on the European markets. It is mostly quoted with sample to European merchants."

EXPORT OPENING FOR FLOUR AND WHEAT IN EGYPT.

While in Egypt on a special trade mission for the Department of Trade and Commerce, Mr. W. McL. Clarke, Canadian Trade Commissioner to Italy, put before the Egyptian Government and the British authorities in that country the possibility of making Canada the source of supply for Egypt's wheat and flour requirements for the coming year, which will in all, it is estimated, be about 200,000 tons of flour or wheat equivalent. Deliveries were asked to commence in March, 1921. This matter has already been referred to the proper authorities in Canada, but attention is again called to this important opening for Canadian export trade. Interested Canadian exporters on communication with the Commercial Intelligence Branch will receive the Egyptian address to which offers and quotations may be sent forward. (Refer File No. 25906.)

TRADING WITH GREECE.

Trade Commissioner W. McL. Clarke.

XVI.

GERMANY'S CONTROL IN THE IRON AND STEEL TRADE.

The iron and steel trade of Greece was largely controlled by the Germans in pre-war days, although Belgium and Great Britain, particularly the former country, offered considerable competition. Germany by granting favourable purchase terms (viz., payment of invoice value four or five months from date of bill of lading or forty to sixty days with 2 per cent discount), by endeavouring to execute orders promptly and to specification, by paying attention to small orders, by working through competent and resident agents and by corresponding in French, was gradually wresting from Great Britain this trade, which some twenty years ago was almost entirely in her hands. During the war the United States has been the only big supplier of the Greek market, and it is believed that the Americans will continue to do a considerable iron and steel business in Greece, especially as the products sent forward, if inferior to German and British quality, are equally as good it is stated as those formerly arriving from Belgium.

GREECE'S ESTIMATED NORMAL CONSUMPTION.

According to a leading Greek importer, Greece will probably consume normally the following quantities of iron and steel products:—10,000 to 15,000 tons of iron bars (round, square, and flat) and tees; 4,000 to 5,000 tons of iron sheets; 3,000 to 4,000 tons of plain and corrugated galvanized sheets; 1,000 to 1,500 tons of steel; 1,000 to 1,500 tons of iron and galvanized hoops; 500 to 700 tons of wire; 1,000 tons of nail wire; 600 tons of screws; 300 to 400 tons of rivets.

SPECIFICATIONS.

The following specifications were furnished the writer by different firms in Athens interested in the iron and steel import business:—

Merchant Iron.

(Round Iron Bars.)

$\frac{3}{16}$, $\frac{1}{4}$, $\frac{5}{16}$, $\frac{3}{8}$, $\frac{7}{16}$, $\frac{1}{2}$, $\frac{9}{16}$, $\frac{5}{8}$, $\frac{11}{16}$, $\frac{3}{4}$, $\frac{7}{8}$, 1 inch.
$1\frac{1}{8}$, $1\frac{1}{4}$, $1\frac{3}{8}$, $1\frac{1}{2}$, $1\frac{5}{8}$, $1\frac{3}{4}$, $1\frac{7}{8}$, 2 inches.
$2\frac{1}{4}$, $2\frac{3}{8}$, $2\frac{1}{2}$, $2\frac{5}{8}$, $2\frac{3}{4}$, 3 inches.

Square Iron Bars.

$\frac{1}{16}$, $\frac{1}{8}$, $\frac{3}{16}$, $\frac{1}{4}$, $\frac{5}{16}$, $\frac{3}{8}$, $\frac{7}{16}$, $\frac{1}{2}$, $\frac{9}{16}$, $\frac{5}{8}$, $\frac{11}{16}$, 1 inch.
$1\frac{1}{16}$, $1\frac{1}{8}$, $1\frac{3}{16}$, $1\frac{1}{4}$, $1\frac{5}{16}$, $1\frac{3}{8}$, $1\frac{7}{16}$, $1\frac{1}{2}$, $1\frac{9}{16}$, $1\frac{5}{8}$, $1\frac{11}{16}$, $1\frac{3}{4}$, $1\frac{13}{16}$, $1\frac{7}{8}$, $1\frac{15}{16}$, 2 inches.
$2\frac{1}{16}$, $2\frac{1}{8}$ inches.

Flat Iron Bars (Inches).

$\frac{1}{4}$ x $\frac{1}{4}$	$\frac{5}{8}$ x $\frac{5}{16}$	$\frac{7}{8}$ x $\frac{5}{32}$	$\frac{1}{2}$ x $\frac{3}{16}$
$\frac{3}{8}$ x $\frac{1}{4}$	$\frac{7}{8}$ x $\frac{5}{16}$	$\frac{1}{2}$ x $\frac{3}{32}$	$\frac{5}{8}$ x $\frac{3}{16}$
$\frac{1}{2}$ x $\frac{1}{4}$	$\frac{3}{4}$ x $\frac{5}{16}$	$\frac{5}{8}$ x $\frac{3}{32}$	$\frac{3}{4}$ x $\frac{3}{16}$
$\frac{5}{8}$ x $\frac{1}{4}$	$\frac{1}{4}$ x $\frac{3}{8}$	$\frac{3}{4}$ x $\frac{3}{32}$	$\frac{7}{8}$ x $\frac{3}{16}$
$\frac{3}{4}$ x $\frac{1}{4}$	$\frac{5}{8}$ x $\frac{5}{32}$	$\frac{7}{8}$ x $\frac{3}{32}$	$\frac{9}{16}$ x $\frac{3}{16}$
$\frac{7}{8}$ x $\frac{1}{4}$	$\frac{3}{4}$ x $\frac{5}{32}$	$\frac{5}{8}$ x $\frac{3}{16}$	$\frac{3}{4}$ x $\frac{1}{4}$
1 x $\frac{1}{4}$	$1\frac{3}{4}$ x $\frac{5}{16}$	$1\frac{1}{4}$ x $\frac{1}{4}$	$1\frac{1}{2}$ x $\frac{1}{4}$
$1\frac{1}{4}$ x $\frac{1}{4}$	1 x $\frac{3}{8}$	1 x $\frac{1}{4}$	$1\frac{1}{2}$ x $\frac{3}{8}$
$1\frac{1}{2}$ x $\frac{1}{4}$	$1\frac{1}{4}$ x $\frac{3}{8}$	$1\frac{1}{8}$ x $\frac{3}{16}$	$1\frac{1}{4}$ x $\frac{3}{8}$
$1\frac{3}{4}$ x $\frac{1}{4}$	$1\frac{1}{4}$ x $\frac{3}{8}$	$1\frac{1}{4}$ x $\frac{3}{16}$	1 x $\frac{1}{2}$
2 x $\frac{1}{4}$	$1\frac{3}{4}$ x $\frac{3}{8}$	$1\frac{1}{2}$ x $\frac{3}{16}$	$1\frac{1}{4}$ x $\frac{1}{2}$
$2\frac{1}{4}$ x $\frac{1}{4}$	1 x $\frac{3}{32}$	$1\frac{3}{8}$ x $\frac{5}{32}$	$1\frac{3}{8}$ x $\frac{1}{2}$
$2\frac{1}{2}$ x $\frac{1}{4}$	$1\frac{1}{4}$ x $\frac{3}{32}$	$1\frac{1}{4}$ x $\frac{5}{32}$	$1\frac{5}{8}$ x $\frac{1}{2}$
1 x $\frac{5}{16}$	$1\frac{3}{4}$ x $\frac{1}{4}$	1 x $\frac{3}{16}$	$1\frac{3}{4}$ x $\frac{1}{2}$
$1\frac{1}{4}$ x $\frac{5}{16}$	$1\frac{1}{2}$ x $\frac{3}{8}$	$1\frac{5}{8}$ x $\frac{3}{16}$	$1\frac{1}{4}$ x $\frac{5}{8}$
$1\frac{1}{2}$ x $\frac{5}{16}$	$1\frac{5}{8}$ x $\frac{3}{8}$	1 x $\frac{1}{4}$	$1\frac{3}{8}$ x $\frac{5}{8}$
$1\frac{3}{4}$ x $\frac{5}{16}$	$1\frac{3}{4}$ x $\frac{3}{8}$	$1\frac{1}{8}$ x $\frac{1}{4}$	$1\frac{5}{8}$ x $\frac{5}{8}$
$1\frac{1}{2}$ x $\frac{5}{16}$	$1\frac{3}{4}$ x $\frac{3}{8}$	$1\frac{3}{8}$ x $\frac{1}{4}$	$1\frac{3}{4}$ x 1
$1\frac{3}{4}$ x $\frac{5}{16}$			$1\frac{5}{8}$ x $\frac{7}{8}$
2 x $\frac{5}{16}$	$2\frac{1}{4}$ x $\frac{3}{8}$	$2\frac{3}{8}$ x $\frac{3}{8}$	$2\frac{1}{4}$ x $\frac{5}{8}$
$2\frac{1}{4}$ x $\frac{5}{16}$	2 x $\frac{3}{8}$	$2\frac{3}{4}$ x $\frac{3}{8}$	$2\frac{3}{4}$ x $\frac{5}{8}$
$2\frac{1}{2}$ x $\frac{5}{16}$	2 x 1	2 x $\frac{1}{2}$	$3\frac{1}{2}$ x $\frac{5}{8}$
$3\frac{1}{16}$ x $\frac{5}{16}$	$2\frac{1}{4}$ x $1\frac{1}{4}$	$2\frac{1}{4}$ x $\frac{1}{2}$	$2\frac{3}{8}$ x $\frac{3}{4}$
2 x $\frac{1}{8}$	$2\frac{3}{8}$ x $\frac{5}{8}$	$2\frac{3}{8}$ x $\frac{1}{2}$	$2\frac{3}{4}$ x $\frac{3}{4}$
2 x $\frac{3}{8}$	2 x $\frac{3}{16}$	$3\frac{3}{16}$ x $\frac{1}{2}$	2 x 1
		2 x $\frac{5}{8}$	$2\frac{5}{8}$ x $\frac{1}{2}$
$4\frac{3}{4}$ x $\frac{3}{8}$	4 x $\frac{3}{4}$	5 x $\frac{3}{8}$	5 x $\frac{1}{2}$
$4\frac{3}{4}$ x $\frac{3}{4}$	4 x 1	6 x $\frac{3}{8}$	6 x $\frac{1}{2}$
4 x $\frac{3}{8}$	4 x $\frac{3}{8}$	6 x $\frac{3}{4}$	5 x $\frac{5}{8}$
$4\frac{3}{4}$ x $\frac{1}{2}$	4 x $\frac{1}{2}$		
4 x $\frac{5}{8}$	$4\frac{3}{4}$ x $\frac{5}{8}$		

The usual lengths are from 3·80—5·30 metres according to importers' specifications. Larger dimensions are preferably shipped in bulk and smaller dimensions in parcels of fifty kilos.

Angles.

Blunt: Length 12 feet:—

in. in. in.	in. in. in.
1 x 1 x $\frac{1}{4}$	$1\frac{1}{2}$ x $1\frac{1}{4}$ x $\frac{1}{8}$
$1\frac{1}{4}$ x $1\frac{1}{4}$ x $\frac{1}{8}$	$1\frac{1}{2}$ x $1\frac{1}{2}$ x $\frac{5}{8}$

Made up in bundles weighing 50 kilos each.

Blunt: Length 23 feet:—

in. in. in.	in. in. in.	in. in. in.	in. in. in.
$1\frac{1}{2}$ x $1\frac{1}{2}$ x $\frac{3}{16}$	$2\frac{1}{4}$ x $2\frac{1}{4}$ x $\frac{1}{4}$	3 x 3 x $\frac{3}{8}$	$3\frac{17}{32}$ x $3\frac{17}{32}$ x $\frac{3}{8}$
2 x 2 x $\frac{1}{4}$	$2\frac{1}{2}$ x $2\frac{1}{4}$ x $\frac{5}{16}$	$3\frac{1}{2}$ x $3\frac{1}{2}$ x $\frac{3}{8}$	

Made up in bundles of 50 kilos each.

Sharp: Length 5 to 5·30 metres:—

in. in. mm.	in. in. mm.
20 x 20 x 3	22 x 22 x 3

Blunt: Length 5·40 to 5·70 metres:—

in. in. mm.	in. in. mm.	in. in. mm.	in. in. mm.
25 x 25 x 3	40 x 40 x 3	40 x 40 x 4	40 x 40 x 5
30 x 30 x 3	30 x 30 x 4	30 x 30 x 5	
35 x 35 x 3	35 x 35 x 4	35 x 35 x 5	

Made up in bundles of 50 kilos each.

Blunt: Length 5 to 5·30 metres:—

in.	in.	mm.	in.	in.	mm.	in.	in.	mm.	in.	in.	mm.
45	x 45	x 5	40	x 40	x 6	55	x 55	x 6	75	x 75	x 10
40	x 40	x 8	60	x 60	x 8	75	x 75	x 8	80	x 80	x 10
50	x 50	x 5	50	x 50	x 6	60	x 60	x 6	90	x 90	x 10
50	x 50	x 8	70	x 70	x 8	70	x 70	x 10	100	x 100	x 10
									100	x 100	x 12

T Iron.

Lengths: 4·80 to 5·10 metres:—

in.	in.	mm.	in.	in.	mm.	in.	in.	mm.	in.	in.	mm.
15	x 15	x 2½	30	x 30	x 4	45	x 45	x 5½	60	x 60	x 7
20	x 20	x 3	35	x 35	x 4½	40	x 40	x 6	70	x 70	x 8
25	x 25	x 3½	40	x 40	x 5	50	x 50	x 6			

Channels.

Sections: Nos. 8-22 in gradations of 2.

Lengths: 10-12 metres:—

Iron Beams.

The demand for iron beams is principally as follows:—

Height.		Width.		Thickness.		Weight per metre.	Height.		Width.		Thickness.		Weight per metre.
mm.	x	mm.	x	mm.	x	Kg.	mm.	x	mm.	x	mm.	x	Kg.
80		42		3.9		5.95	220		98		8.1		31.01
100		50		4.5		8.33	240		106		8.7		36.19
120		58		5.1		11.15	260		113		9.4		41.84
140		66		5.7		14.29	300		125		10.8		54.17
160		74		6.3		17.90	340		137		12.2		68.06
180		82		6.9		21.90	360		143		13.0		76.15
200		90		7.5		26.22	400		155		14.4		92.63

Nail Wire.

Paris gauge Nos. 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, and 24. Nail wire generally arrives unwrapped in parcels of 50 kilos.

Barbed Wire.

The chief requirements are met by Nos. 12, 13, and 14 B.W.G. galvanized, four teeth, 6 cm. between each tooth.

Other Wires.

Coppered Wire: The demand is principally for Nos. 4-20 Paris gauge.
Galvanized Wire: Nos. 1-22 Paris gauge.
Burnt Block and Grey Wire: Nos. 1-20 Paris gauge.
Wire shipments are made up in bundles of 2½ kilos. each, wrapped in paper and packed in barrels.

Flat Galvanized Iron Plates.

Specifications: 1,000 x 2,000 mm. x B.W.G. 23, 24, 25, 26, 29 and 30. The plates are packed in crates.

Corrugated Galvanized Iron Plates.

Specification: 800 x 1,100 mm., 800 x 1,500 mm., 800 x 1,600 mm., 800 x 1,800 mm., 800 x 2,000 mm., 800 x 2,100 mm., 800 x 2,200 mm., 800 x 2,400 mm., 800 x 2,500 mm., 800 x 2,600 mm. B.W.G. 26. Corrugation 10 inches x 3 inches.

Copper Discs.

Specifications: B.W.G. 19; diameter 9 inches, 10 inches, 11 inches, 12 inches, 13 inches; B.W.G. 18; diameter, 14 inches, 15 inches, 16 inches, 17 inches, 18 inches, 19 inches, 20 inches, 21 inches, 22 inches.

Specifications: B.W.G. 17; diameter 23 inches, 24 inches, 25 inches, 26 inches.

Copper Sheets.

Specifications: B.W.G. 20; 67 x 12 inches, 70 x 12½ inches, 72 x 13 inches, 76 x 14 inches. 19; 80 x 40 inches.

Agricultural Machinery.

It was estimated in July, 1918, that Greece only possessed 160 threshing machines, 1,200 harvesting machines, and 10,000 ploughs. When there is taken into account the agricultural character of the country and the potentiality of the soil, the quantities just quoted are not only surprisingly low but evidently far inferior to the country's requirements. Even if only the land under cereal cultivation is taken into account, the number of agricultural machines in use is altogether disproportionate. During 1919 the Greek Government placed fairly large orders in the United States for agricultural machinery, and several of these machines have been sold and are now in operation. A need therefore exists in the Greek market for this kind of equipment, and this need is recognized by the Greek Government, which has also had expert technical men demonstrating the use of modern agricultural machinery in different parts of the country. Moreover, the French and British armies during the war employed farm tractors near Salonica for cultivation purposes, and the work so accomplished did something toward showing the farmers of those parts the beneficial results to be obtained from the employment of mechanical power. These war machines, it may be added, are being disposed of in Greece.

As was explained in an earlier part of this report, the plains of Thessaly and Thebes are especially suited for the use of agricultural machinery. The farms here vary from plantations of 10,000 acres to small holdings of 2 to 10 acres. Naturally the market is among these larger plantation owners, although occasionally small farmers club together and buy and use a machine in common. Purchases are also sometimes made by co-operative associations of farmers or tenants.

NECESSITY OF DEMONSTRATION.

Notwithstanding the potentiality of the market for agricultural machinery, in reality it must often be created, and this can the more readily be done if the Greek farmers are shown practically how to operate modern farm machinery. The plough, for example, which the Greek poet Hesiod explains in his poems and which the writer saw several times in travelling from Salonica to Athens, still persists in many parts of the country, and such elementary instruments are not infrequently preferred for the sole reason that there is no mechanism to understand and their operation is simple. Several cases might be cited where the Greek agriculturist has thrown aside modern implements and machinery because their owner did not know how to utilize them. It is not enough, therefore, to point out the benefits to be derived from the use of modern tools in farming, but the use itself must be clearly demonstrated.

VALUE OF IMPORTATIONS.

During the ten-year period 1907-16 the average annual importation into Greece of all kinds of farm machinery amounted to 135,672 dr. Such machinery as was imported in pre-war times came principally from Belgium, Germany, Great Britain,

Austria, and France. Germany and Belgium did the bulk of the business in ploughs and harrows, Great Britain in threshers, while local factories competed in supplying the demand for ploughs. American farm machinery has been made known more recently, but there is a general impression among importers to-day that the quality left much to be desired and that the American machine was not sufficiently strong and well made. It is interesting to note that Canadian trade marks are favourably even if infrequently known. A report issued a short time ago by the Department of National Economy estimated that Greece had immediate need of 10,000 ploughs, 20,000 plough shares, 500 harrows, 200 harvesting machines, 25 threshers, 100 presses, 500 sulphur-spraying machines, and 500 vine sprinklers.

KIND OF MACHINERY WANTED.

It may be generally stated that the principal type of agricultural machinery suited to the Greek market is light-weight machinery, as the draught animals are mostly light-weight horses, mules, and bullocks. Some time ago a foreign firm, exporting farming equipment, had an extensive canvass made of this market and obtained a number of scattered orders from the interior of Macedonia. In filling these orders this firm neglected to consider the needs of the market for light machinery and provided its customers with a lot of heavy unwieldy implements which the local agriculturists found too cumbersome for their animals to pull and very awkward to handle, which they were finally obliged to discard as utterly useless, finding the primitive instruments that they had previously been using better adapted to their work.

PRINCIPAL TYPES REQUIRED.

Ploughs.—Light 12-inch to 14-inch ploughs of the colonial type.

Harrows.—Light zig-zag harrows of two to the set and light chain harrows.

Cultivators.—Small-sized cultivators on skid frames.

Mowers.—Light mowers suitable for mowing natural hay, which grows abundantly in Macedonia.

Hay-presses.—A light hand press which makes a small bale suitable for carriage by small mules and donkeys.

Threshing machines.—54-inch, etc.

Maize shellers.—42-inch and 60-inch portable maize shellers.

Tractors.—Dealers interested in the importation of tractors state that the crawler type of tractor, 25 to 30 horse-power, will probably prove most suitable for existing ploughing conditions. It is to be remembered that a great part of the country is hilly and the lower wheels have a tendency to sink into the ground. Up till the present the few tractors imported have been used almost entirely for threshing purposes.

Oil engines for pumping water and for operating corn mills and olive presses.

Hydraulic presses and filters of medium and small capacity for the olive oil industry.

Cream separators with a capacity of about 11 gallons of milk per hour.

Agricultural implements, e.g. scythes, sickles, spades, picks, forks, pruning shears, grafting knives, hatches, etc.

The wine industry also requires presses, filters, and apparatus for distilling alcohol.

PUMPS.

Greece's importations of pumps during the years 1907-16 averaged 719,758 dr., or over five times the value of the total imported agricultural machinery. In Old Greece during the year 1914 the importation amounted to 1,013,930 dr., and in New Greece 207,345 dr., the principal countries of origin being Great Britain (doing about one-third of the business), Germany, Austria, Belgium, Italy, France, and the United States in the order named. Centrifugal pumps are used for irrigation purposes.

OTHER NOTES ON MACHINERY, ENGINEERING AND METAL PRODUCTS.

It has been estimated that during the ten-year period 1907-16 Greece's total imports of machinery, engineering articles, etc., were valued at:—

	Dr.
Engine boilers	701,676
Safes and locks	305,512
Railway material	61,616
Shipbuilding material	91,801
Miscellaneous articles	72,736
Pumps	719,758
Sewing and domestic machines	642,505
Agricultural machinery	135,672
Total amount	2,731,276

Of this total amount it is estimated that Germany and Austria used to supply annually about 44 per cent. The United Kingdom stood second (about 33 per cent), followed by the United States, Belgium, Italy, and Switzerland. Greece will continue to need pumps and agricultural machinery, boilers, and power engines of all kinds for her factories, electrical material (e.g. dynamos, transformers, cables) to be increasingly used with the development of Greece's hydro-electric power, steam and electric cranes for port accommodation, machinery for the making of jams and tinning of vegetables, railway and shipbuilding material, hardware and tools, etc. The writer is of the opinion that the machinery, engineering, and hardware market in Greece deserves the consideration of the Canadian manufacturer and exporter.

This last trade was almost altogether in the hands of the Central Empires before the war, although not many years ago the majority of these goods were imported from the United Kingdom, France, and to a lesser extent from Belgium. It was stated to the writer that German-Austrian prices were always lower and that a distinct improvement had taken place latterly in the quality of manufacture.

TRADE COMMISSIONER CLARKE'S VISIT TO CANADA.

Mr. W. McL. Clarke, Canadian Trade Commissioner to Italy, who has also carried on special trade investigations for the Department of Trade and Commerce in Spain, Greece, and Egypt, is now visiting Canada. Mr. Clarke expects to go to Western Canada about the middle of November, and Canadian manufacturers or exporters desiring to interview him are requested to communicate with the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

GERMAN GOODS ON THE BRITISH MARKET.

(Vice-Consul Edward B. Cipriani, Leeds, in United States Commerce Reports.)

Once again German-made goods are arriving in Leeds on a considerable scale. Dealers are stocking them for the Christmas season. It is in toys, fancy goods, and cheap clocks that the resumption of German trade has been most apparent. There are now in Leeds warehouses and retail stores large quantities of German toys of almost every conceivable kind, clocks, chiefly of the metal alarm and china variety, and fancy goods consisting principally of metal and glass ornaments. German alarm clocks are being offered at wholesale at 6s. 6d. ($1.58) each. German glassware is also on the market at a low figure; tumblers can be bought for 8d. ($0.16) each at retail.

SOUTH AFRICA'S TRADE, JANUARY TO JUNE, 1920.

Assistant Trade Commissioner P. W. Ward.

Cape Town, September 24, 1920.—The statistics of trade in the Union of South Africa for the first six months of the current year are again illustrative of the remarkable fluctuations which may be looked for in the years of war and those immediately following.

During the first three months of 1920 the exports from this country exceeded the imports by over £9,000,000, but in the second quarter of the year the import figures commenced to increase, and are still rising, while export totals have declined.

TOTAL TRADE.

A comparison of the half-yearly figures of the present year with those for the same period of 1919 displays equally striking features. The total imports to June 30, 1919, were £28,234,452, and the exports £58,261,745, while for a similar period in 1920 the import total was £48,025,044, the export total amounting to £51,109,245. In the corresponding periods therefore the imports have increased by £19,790,592 and the exports decreased by £7,152,500.

EXPORTS.

The fall in exports is explained by the fact that during the first six months of 1919 raw gold to a value of £30,865,000 was shipped out, while in the first period of the present year only £17,658,000 was exported, the latter being at the normal rate of shipment, and that credited to the first half of last year being an accumulation from the war period.

For exports other than gold and diamonds the Union shipped during the first six months of 1920 a total value of about $4,000,000 more than in the same period of 1919.

South African tobaccos are finding an increasing market overseas, and the wattle bark and bark extract industry is advancing to a prominent position in the export trade of this country. South African wool, while actually less in the quantity exported, had appreciated tremendously in price during the period under review, but the situation has changed to a marked extent within the past few weeks and greatly reduced prices are recorded, with little or no demand. The United States and Japan have been large purchasers of South African wool during the past six months; Belgium also is buying large consignments.

Of the total export trade of South Africa, Great Britain purchases about 75 per cent.

IMPORTS.

An immense increase in quantity, as well as value, is recorded during the period under review. Owing to the previous shortage in wheat imports the combined value of wheat and flour imported reached a total of £1,225,755, as against £266,704 during the first six months of 1919. Other food products and cereals, such as cheese, margarine, beans and peas, dried fruit, jams and jellies, golden syrup, preserved fish, mutton, pork, barley, bran, maize, etc., show striking increases in the quantity received. There was also a remarkable expansion in luxuries; while the import value of whisky increased 140 per cent and wines 500 per cent.

Other items largely increased, as regards the quantity received in this period, are: cotton piece goods, hosiery (underclothing), woollen manufactures, bedsteads, furniture n.o.d., carpets, sewing machines, musical instruments, plate and plated ware, fencing material, galvanized and corrugated iron, machinery, crude and refined glycerine, manures and fertilizers, bicycles, motor bicycles, motor cars and lorries, sporting goods, cyanide of sodium, and timber.

Decreases are noted in wooden staves, inks, paper, stationery n.o.d., wire nails, iron bar, bolt and rod, ploughs, harrows and parts, paints, unmanufactured zinc, nitrates for manufacturing purposes, starch, blue, calcium carbide, coal.

These enumerations, while interesting as showing to some extent the tendency in buying, may also be taken to demonstrate the fact that certain products of which, during the war period, shipments could not be made, are once again being exported, while others, for one reason or another, are not being freely shipped.

Some proportion of the increased value of imports during the period under review is undoubtedly due to the general rise in prices. On the other hand, South African importers were able to some extent to benefit by the exchange conditions, which were in their favour by reason of the heavy export balance of the previous months, and thus buy to advantage, especially in the British market.

Of the total import trade of the half year ending June 30 last, Great Britain increased her percentage by securing 56 per cent as against 44 per cent for a like period in 1919, while Australia with 3 per cent of the total trade in the 1919 period advanced to 4·6 per cent. On the other hand, the United States, which in the first half of 1919 secured 27 per cent of the total trade, fell to 17 per cent during the period under review. Japan's percentage of 4·4 per cent in the 1919 period dropped back to 1·5 per cent for the first six months of the present year. Canada shipped 1·2 per cent of the total imports to South Africa during the first half of 1919, but only succeeded in reaching 2·3 per cent during the 1920 period.

The value of Canada's imports into the Union to June 30 of this year amounted to £914,539, as against £1,093,810 during the first six months of 1919, showing a decrease of 16 per cent.

The figures of the period in question are, however, scarcely indicative of Canada's present position on this market. Since June 30 heavy shipments of flour, paper, lumber, iron and steel goods, machinery and other products have been coming forward, which will naturally increase the Dominion's percentage of the total trade.

A comparison of the import quantities and values, during the half-yearly period ending June 30, of certain leading Canadian export products with the amounts credited to the United States and the total shipments received from all countries, is given in the following tables:—

Foodstuffs.

Article.		Canada.	United States.	Total Import.
Flour and wheaten meal	Lbs.	....	125,680	44,729,950
	£	....	1,570	456,094
Wheat	Lbs.	....	....	98,113,123
	£	....	....	769,661
Oatmeal	Lbs.	629,569	138,470	1,534,126
	£	12,077	3,409	33,639
Cheese	Lbs.	73,955	13,061	811,343
	£	5,884	1,767	60,730
Milk, condensed	Lbs.	56,254	1,755,028	5,779,514
	£	2,782	85,154	296,371
Glucose	Lbs.	....	1,281,496	1,318,832
	£	....	24,282	25,066
Confectionery	Lbs.	34,655	415,543	2,268,444
	£	4,413	48,305	265,607
Meats, tinned, etc.	Lbs.	15,501	466,616	1,350,480
	£	515	32,714	106,521
Fish, dried and preserved	Lbs.	651,928	2,765,817	10,022,706
	£	29,490	163,063	559,883

Furniture and Building Material.

Article.		Canada.	United States.	Total Import.
Enamelware	£	4,095	5,328	55,026
Cutlery	£	22,352	13,952	142,631
Lamps and lampware	£	176	15,843	32,802
Sewing machines	No.	....	41	1[illegible],743
	£	....	5,180	67,467
Bedsteads, (metal or wood)	£	13	13,076	78,177
Furniture, n.o.d.	£	13,838	15,029	228,830
Wallpaper	£	5,643	97	47,686
Varnish	Gals.	1,085	6,552	42,701
	£	673	5,162	36,325
Paints	£	2,937	17,296	163,924
Linseed oil	Gals.	....	288	150,544
	£	....	176	69,497
Red lead	Lbs.	....	42	93,333
	£	....	2	2,985
White lead	Lbs.	7,750	4,413	528,682
	£	322	144	17,966
Cement	Lbs.	9,505,200	800	29,638,312
	£	17,406	3	64,636
Unmanufactured—				
Pine	Cubic feet.	256,289	461,802	
	£	49,107	70,678	
Pitch pine	Cubic feet.	....	410,976	3,419,514
	£	....	59,144	707,881
Other	Cubic feet.	122,481	255,654	
Unmanufactured		21,471	102,129	
Flooring and ceiling	Cubic feet.	2,500	70,589	779,653
	£	533	18,005	165,899
Other—planed and grooved	Cubic feet.	40,982	29,804	78,128
	£	11,433	7,544	20,888
Manufactured houses		6,232	25,353	54,875

Iron and Steel.

Bar, bolt and rod	Cwts.	19,806	12,109	112,995
	£	22,218	19,590	206,595
Bolts, nuts and rivets	£	6,892	14,349	120,372
Nails and screws	£	14,463	6,146	81,643
Fencing wire	Cwts.	10,655	59,281	132,726
	£	15,947	87,287	221,818
Wire baling	Cwts.	911	3,218	4,607
		1,317	3,419	6,744
Pipes, piping, etc.	Cwts.	5,247	9,224	220,309
	£	10,639	18,704	368,994
Horse shoes	£	1,007	2,477	12,426

Agricultural and other Tools and Machinery.

Implements, agricultural (including machinery)	£	48,079	129,266	379,067
Implements—All other	£	18,765	94,220	238,627
Windmills	£	1,139	51,358	60,397
Ploughs, etc.	£	39,613	79,954	177,985
Wheelbarrows	£	484	2,828	3,878
Shovels	£	12,839	723	38,930
Handles for picks	£	812	14,336	23,113
Mechanics tools	£	882	74,937	142,922

Vehicles.

Carts, carriages and parts	£	3,453	14,532	20,015
Motor cars	No.	1,668	4,023	4,974
	£	269,584	993,084	1,315,536
Power lorries	No.	6	68	116
	£	1,014	25,952	48,218
Chassis	No.	153	15	172
	£	23,714	6,554	34,375
Parts of motor cars and power lorries	£	43,309	176,650	311,470
India rubber tires	£	33,901	148,374	620,314

Paper.

Article		Canada.	United States.	Total Imports.
Printing	Lbs.	45,021	3,949	78,598
	£	65,999	13,834	193,273
Wrapping	Lbs.	8,864	1,892	24,436
		21,898	7,858	86,244
Bags	£	2,984	23,949	66,865
Cardboard and strawboard and pasteboard	£	6,019	4,298	35,176

Manufactured Timber.

Boxes—empty	£	62	1,465	62,217
Casks—empty	£	....	697	12,040
Staves	No.	....	60,239	61,438
			4,545	4,814
Three-ply panelling	£	....	2,228	60,191
Manufactured, n.o.d.	£	12,334	23,103	

Miscellaneous.

Binding twine	£	19	....	15,960
Brushware	£	2,709	3,511	52,503
Canvas and duck	£	1,470	6,795	110,630
Calcium carbide	Lbs.	817,668	3,402	1,354,741
	£	7,689	70	13,564
Glycerine for manufacturing purposes	Lbs.	....	1,040	3,400,435
		....	77	123,220
Musical instruments	£	4,010	36,330	113,632
Cameras	No.	....	248	8,667
	£	....	567	9,975
Bicycles and tricycles	£	....	6,448	106,723

PROSPECTIVE.

Owing to what is considered by some authorities to be an injudicious over-importation of merchandise and by others a reflex movement in the recent slump in South African wool and other products, the market for general buying is at present almost closed. Whereas two months ago the South African banks paid a heavy premium to local depositors desiring to send money to London, they now charge them for the privilege. On the other hand the banks are again advancing money quite readily on bills drawn on London, which means that they are again ready to finance exports.

British merchandise has lately arrived with remarkable rapidity, and sundry orders placed upwards of two years ago have been unexpectedly delivered; big stocks have therefore been accumulated, and in some cases it is anticipated that sacrifices in price must be made to induce a turnover. The trade position here is consequently a very interesting one to-day, and overseas exporters of other than staple lines should not look for many inquiries for immediate delivery from this territory during the remaining months of the year.

Another feature related to light buying is the assumption by many importers that prices will ease in the near future; they are therefore strictly meeting only immediate needs.

Abundant supplies of timber are on hand or to arrive. In addition to Baltic timber supplies have also arrived from Australia and Japan, the latter consisting of Manchurian pine and oak. The price is high, however, and Japanese exchange having risen against sterling, repeat orders are not likely to follow.

Importations from Germany have recently arrived and comprise cotton goods, cutlery, sewing machines, and many miscellaneous products.

Notwithstanding these facts, the arrival of fairly heavy shipments of Canadian products is anticipated for some little time to come; orders have gone forward during the past three months for fair quantities of a considerable range of goods and inquiries have recently passed through this office which should result in much new business.

Cotton goods remain firm, and there are inquiries for cotton blankets and sheeting suitable for the native trade. A certain demand continues for agricultural tools and machinery. A keen competition has developed between English and American manufacturers of tractors and motor lorries; a well known English tractor has secured a good hold in the Cape district, but the demand, while growing, is still comparatively limited and big business is not yet in evidence. Canada is now well represented throughout the territory in these lines and is securing an increasing portion of the trade. Glassware and enamelled ware are yet in demand. Pipes, piping and fittings of all descriptions for mines, sugar mills and industrial plants are still inquired for. Mining material also remains in demand.

On the whole, while there will possibly be some diminution in orders in many lines, Canadian shippers who have completed old orders may expect a fairly regular demand as undoubtedly South Africa's requirements from the North American continent will be placed in Canada if the present and prospective shippers to this country will keep their offers prominently in evidence with the importing trade.

SOUTH AFRICA'S IMPORTS.

Trade Commissioner W. J. Egan.

XVIII.

This week's instalment of Mr. Egan's report on the industries of South Africa deals principally with cottons, linens and woollens, and linoleum and floorcloth.

Bags—Jute.

(For Coal, Grain, and Sugar.)

	1913.	1919.	Decrease or Increase.	
Total for the Union	$1,733,000	$5,289,000	+	$3,556,000
Canada	50	....	—	50
United States	190	1,220	+	1,030
United Kingdom	232,000	73,100	—	158,900
Australia	....	6,725	+	6,725
Ceylon	....	1,095	+	1,095
India	1,497,000	5,205,310	+	3,708,310

The import under this heading is a very large one, averaging about 25,000,000 bags yearly, of which quantity India supplies over 90 per cent, the United Kingdom shipping practically the remainder. Australia, the United States and Ceylon have made occasional small shipments.

An average annual import of about 700,000 bags for packing wool, valued at about $800,000, is wholly credited to India.

Bags—Cotton and Linen.

(For Flour, etc.)

	1913.	1919.	Decrease or Increase.	
Total for the Union	$273,000	$358,100	+	$85,100
Canada	....	....		—
United States	2,700	18,025	+	15,325
United Kingdom	177,000	314,550	+	137,550
India	92,700	6,700	—	86,000
Japan	....	18,850	+	18,850

The cotton bags, as made and used in Canada in the flour and grain trade, would be acceptable in the South African market if the manufacturers are prepared to compete with other shipping countries.

During 1919 the average annual import of 13,500,000 bags was reduced to 9,900,000, practically the whole of which were shipped from the United Kingdom; the United States, India and Japan securing a small share.

Linen Piece-goods.

	1913.	1919.	Decrease or Increase.	
Total for the Union	$25,000	$18,420	—	$6,580
Canada	....	....		—
United States	40	4,415	+	4,375
United Kingdom	22,800	13,750	—	9,050
Germany	450	....	—	450
Holland	1,000	....	—	1,000
Belgium	600	....	—	600
Japan	....	70	+	70

Linen Hosiery (Underclothing).

	1913.	1919.	Decrease or Increase.	
Total for the Union	$55,700	$50,325	—	$5,375
Canada	....	....		—
United States	425	420	—	5
United Kingdom	53,000	49,735	—	3,265
Germany	900	....	+	900
Switzerland	....	5	+	5
Japan	....	70	+	70

Linen—All Others, n.o.d.

	1913.	1919.	Decrease or Increase.	
Total for the Union	$206,000	$133,250	—	$72,750
Canada	....	....		—
United States	1,500	1,710	+	210
United Kingdom	183,000	119,275	—	63,725
Germany	11,200	....	—	11,200
Belgium	1,900	....	—	1,900
France	2,100	1,655	—	445
Holland	500	235	—	265
Japan	1,800	8,540	—	6,740
Italy	....	15	+	15
India	....	250	+	250
Madeira	....	610	+	610

While the total imports of linen goods into the Union average annually not more than $225,000, it will be interesting to make detailed inquiries into the possibilities of the market whenever Canadian manufacturers of these articles are prepared to take up the matter of export.

The great bulk of the trade, so far, has been in the hands of United Kingdom manufacturers. Japan came in fairly strongly from the year 1916, almost replacing in value the pre-war shipments from Germany, which averaged about $11,000 a year.

Silk Piece-goods.

	1913.	1919.	Decrease or Increase.	
Total for the Union	$281,000	$1,899,850	+	$1,618,850
Canada	.....	.....		—
United States	900	109,600	+	108,700
United Kingdom	24,200	380,500	+	356,300
Japan	80,300	977,000	+	896,700
France	67,000	233,775	+	166,775
Switzerland	32,700	49,550	+	16,850
India	21,200	32,550	+	11,350
China	29,500	67,660	+	38,160
Italy	8,500	38,050	+	29,550
Germany	9,600	.....	—	9,600
Hong Kong	.....	8,350	+	8,350

Silk Hosiery (Underclothing)

	1913.	1919.	Decrease or Increase.
Total for the Union	$21,300	$155,400	+ $134,100
Canada	.....	.....	—
United States	2,000	78,425	+ 76,425
United Kingdom	9,500	18,860	+ 9,360
Japan	4,400	58,275	+ 53,875
Germany	3,700	.....	— 3,700
Switzerland	700	55	— 645
France	900	250	— 650
India	5	40	+ 35
China	45	.....	— 45

Silk—All Other, n.o.d.

	1913.	1919.	Decrease or Increase.
Total for the Union	$200,000	$132,000	— $168,000
Canada	.....	.....	—
United States	2,000	740	— 1,260
United Kingdom	75,000	51,400	— 23,600
Japan	78,000	74,100	— 4,100
India	14,300	18,000	+ 3,700
Switzerland	7,000	480	— 6,520
France	7,000	2,425	— 4,575
Germany	5,600	.....	— 5,600
China	3,800	875	— 2,975
Hong Kong	2,600	.....	— 2,600
Ceylon	.....	425	+ 425

The principal opening for Canadian-made goods in the South African market for silk wear would appear to be in hosiery and underwear. Samples have already been shown, but the unsettled state of the silk market during the past few months prevented the stabilizing of prices, and as the market is now loaded with large quantities of artificial silk goods, business cannot at present be secured.

If Canadian manufacturers can reasonably meet the competitive market here in silk hosiery lines a considerable trade is possible. The use of this article is almost universal in this country, and for practically the whole year is in demand by reason of climatic conditions. As in the case of other Canadian products, direct representation is the only certain method of securing and holding this trade.

In silk piece-goods, which now average an annual import of $2,000,000, Japan has forged ahead to first place, and now ships about 50 per cent of each year's total, the United Kingdom, France and the United States following in the order named.

Wool Blankets and Rugs.

	1913.	1919.	Decrease or Increase.
Total for the Union	$1,865,000	$1,999,600	+ $134,600
Canada	10	35	+ 25
United States	350	3,900	+ 3,550
United Kingdom	1,208,000	1,812,900	+ 604,900
Germany	68,000	.....	— 68,000
Italy	74,000	4,340	— 70,660
France	14,200	59,200	+ 45,000
Belgium	12,200	.....	— 12,200
Austria-Hungary	4,500	.....	— 4,500
Holland	2,000	500	— 1,500
Japan	150	74,400	+ 74,250

The large import total given in the above table, and which has been steadily increasing during the past ten years, opens up possibilities of trade in bulk figures to those who may make an effort to meet the trade. The larger proportion is now held by United Kingdom manufacturers, who have always secured the greater share of the trade. France is steadily increasing its hold upon the market, and Japan has made much headway during the past four years. Striped and fancy pattern blankets for the native trade forms a big share of this import.

Wool—Pieces and Cloth.

	1913.	1919.	Decrease or Increase.
Total for the Union	$1,629,000	$2,060,500	+$331,500
Canada	.....	.....	—
United States	950	15,250	+ 14,300
United Kingdom	1,436,000	2,036,800	+ 600,800
France	96,000	4,800	— 91,200
Germany	72,200	.....	— 72,200
Holland	6,100	.....	— 6,100
Switzerland	6,000	1,350	— 4,650
Italy	3,600	1,090	— 2,510
Belgium	3,700	.....	— 3,700
Japan	200	730	+ 530
India	.....	1,390	+ 1,390

Wool Shawls and Shawlings.

	1913.	1919.	Decrease or Increase.
Total for the Union	$297,000	$251,200	—$ 45,800
Canada	10	10	—
United States	125	1,830	+ 1,705
United Kingdom	218,000	244,700	+ 26,700
Germany	57,000	250	— 56,750
Belgium	1,200	.....	— 1,200
France	1,700	.....	— 1,700
Italy	11,500	.....	— 11,500
Austria-Hungary	4,800	.....	— 4,800
Japan	.....	4,100	+ 4,100

Wool Underclothing and Hosiery.

	1913.	1919.	Decrease or Increase.
Total for the Union	$442,000	$279,400	—$162,600
Canada	.....	760	+ 760
United States	11,000	3,050	— 7,950
United Kingdom	384,000	268,300	— 115,700
Germany	35,400	.....	— 35,400
Switzerland	4,100	1,675	— 2,425
France	1,900	70	— 1,830
Japan	.....	2,780	+ 2,780

Woollen Manufactures—All Other, n.o.d.

	1913.	1919.	Decrease or Increase.
Total for the Union	$111,000	$226,100	+$115,100
Canada	.....	.....	—
United States	1,900	285	— 1,615
United Kingdom	58,400	225,035	+ 166,635
Germany	45,700	.....	— 45,700
France	500	680	+ 180
Italy	3,200	.....	— 3,200

There are many lines of Canadian woollen underwear, more particularly in men's and boys', which would find a ready market in South Africa. Under normal import conditions, wool underwear and hosiery average annually over $400,000. This trade has been chiefly held by United Kingdom manufacturers.

From a close study and investigation of the market upon several occasions, and with a knowledge of Canadian production in these lines, it is evident that a considerable share of this trade could be obtained by Canadian houses who would make and continue a thorough canvass of the territory. Germany, Holland, Belgium, France, Austria, and India, who formerly shipped portions of these goods to the Union market, have latterly ceased to do so. Canada is credited with small shipments of woollen manufactures n.o.d. in 1916 and 1917, but has not shipped here since.

Linoleums and Floorcloth.

	1913.	1919.	Decrease or Increase.
Total for the Union	$446,000	$205,500	+ $240,500
Canada	.....	.....	—
United States	480	11,165	+ 10,785
United Kingdom	436,000	194,335	— 241,665
Germany	7,100	.....	— 7,100

The total import under this heading is falling rather than increasing. The United Kingdom practically controls the trade.

DIFFICULTY OF AUSTRALIAN FIRMS IN MAKING PAYMENTS TO CANADA.

In *Weekly Bulletin* No. 873 we published a cablegram from Mr. D. H. Ross, Canadian Government Trade Commissioner in Melbourne, stating that the balance of Australian banks in London had been temporarily depleted owing to excess of imports over exports and consequently the Australian banks were unable to provide letters of credit in payment for goods to be imported into Canada and that it was considered these conditions would continue until about the middle of March. A later cablegram from Mr. Ross says that large shipments of British Columbia timber and other Canadian goods had been ordered to come forward by buyers with funds available in Australia for payment, but the Australian purchasers are now unable to cable credit thereby embarrassing sellers and buyers. Baltic shipments are stated to be in the same position, letters of credit not being available in London, but the Baltic shipments are being diverted to other countries and therefore the Australian market will soon be bare of timber. Payments for Canadian shipments can be made in Australia, but for some time there is no prospect of remitting. The principal Australian banks will allow interest from date of collection to date of remitting at the rate of 4 per cent per annum if financial arrangements can be made in Canada.

AUSTRALIAN MOTHER OF PEARL SHELL.

C. Hartlett, *Office of the Canadian Trade Commissioner.*

Melbourne, September 20, 1920.—As a number of inquiries have been received at this office from Canadian manufacturers of buttons and other articles in which pearl shell forms a component part, desiring information concerning Australian sources of supply of their raw material, the following particulars, gathered in the course of investigation, are submitted for general information.

The Australian shell is gathered by pearling fleets which have their headquarters at Thursday Island (Queensland) and Broome (Western Australia), the former port being the more important of the two so far as the industry is concerned.

Pearl shelling is carried on in the tropical districts of Queensland, the Northern Territory, and Western Australia. The pearl oyster inhabits the northern and western coastal waters from Cape York in Queensland to Shark Bay, in Western Australia, a length of shore of over 2,000 miles.

In 1917, the latest for which statistics are available, there were 471 boats and 3,615 men engaged in the industry in the tropical portions of Australia. The quantity of pearl-shell recorded as obtained in that year was 2,192 tons, valued at £264,295, and trochus shell (used in the manufacture of buttons) to the value of £21,800. In addition pearls to the value of £39,333 were also obtained, but for obvious reasons the figures relating to the value of pearls can only be taken as approximate.

Two distinct classes of shell are fished, i.e., deep water and shallow water, and they are always packed and sold separately. The deep water is not of the same

standard of quality as the shallow water shell, as the former shows a greater proportion of "grubby" (wormed) shell, and is rather more "knotty" and somewhat stunted in growth.

When the shell is landed from the boats it is at once graded and packed as follows:—

AA —smallest sound shells (up to 5 inches).
A —small sound shell (above 5 inches).
B —medium sound shell.
C —stout sound shell.
D —slightly grubby (wormed shell).
E —badly grubby.

The four principal grades of shell weigh approximately:—

AA grade, 36 pounds per 100 shells.
A grade, 50 pounds per 100 shells.
B grade, 76 pounds per 100 shells.
C grade, 126 pounds per 100 shells.

The grading and packing is done in warehouses at Thursday Island and Broome, where the shell is landed. The shell is packed in very strong cases, which are carefully nailed and strongly hooped and can be depended upon to withstand rough treatment in shipment to the United Kingdom, Canada, and other overseas destinations. These cases run about 9 to 9½ to the ton weight (2,240 pounds), and about 7½ to the ton of 40 cubic feet measurement.

HOW PEARL SHELL IS SOLD.

At Thursday Island the general disposal of supplies of the shell is practically controlled by the Torres Straits Pearl Shellers' Association and at Broome by the Pearl Shellers' Association of that port. The shell is disposed of either by (1) consignment to London for the two-monthly auction held there, (2) by consignment to New York to be sold to the best advantage by the agents of the associations, or (3) by public tender at Thursday Island or Broome. The latter method (tender) is usually adopted in the case of large parcels.

When sale by tender is decided upon the various buying agents are advised by the associations of the size and grading of the parcels to be sold, but as these agents are on the spot and always inspect the shell as it is being landed or before it is packed they have a personal knowledge of the parcels and can definitely advise their principals of the quality of the shell to be sold.

The sale day is usually fixed from ten to fourteen days ahead of the notification so that agents have ample time in which to exchange cablegrams with their principals. The tenders are opened at the specified time and date by the committee of the association, and if a tender is accepted it is announced, but other offers received are regarded as confidential. If no tender is accepted agents can always ascertain what becomes of the shell—whether it goes to London or New York—and advise their principals accordingly.

The commission charged by agents for buying large natural parcels is £2 10s. ($12.16) per ton, but for small or special parcels a commission of 2½ per cent to cover attention to shipment, etc., with all out-of-pocket expenses on buyers' account, is customary.

As the quantity of shell offered for sale by tender usually runs from 12 to 30 tons and covers all grades of the catch, users of only one grade or size of shell can probably obtain better (or as good) results by buying at the London auctions where smaller lots are offered, or by purchasing from agents of the associations in New York.

While there are a number of shellers outside of the associations they will not quote for a special size or quality of shell in small lots, although a tempting offer is not always refused. The reason for this is that agents of large buyers are always disposed to negotiate for entire parcels as they land from the boats (up to 100 tons at a time occasionally), and shellers will not do anything to cause an impression that "the eyes" may have been picked out of a parcel.

Under the circumstances, it is not difficult to understand that Canadian users of the shell—in small or medium quantities of a special quality or size—could in all probability obtain their supplies in a more satisfactory manner in London or New York than at the sources of production in Australia.

If, however, Canadian buyers desire to procure some trial shipments from Australia, there are reliable firms at both Thursday Island and Broome who could operate, on the usual commission basis, under the usual established letter of credit basis at the ports named. (Addresses may be obtained by writing to the Canadian Government Trade Commissioner, Box 140, General Post Office, Melbourne.)

TROCHUS SHELL.

At times, considerable quantities of Trochus shell are shipped from various groups of the South Sea Islands to Sydney, N.S.W., for local realization, for re-shipment to oversea ports. This shell is inferior to mother of pearl and, consequently, brings a much lower monetary return, but it is found suitable for cheaper grades of buttons into the manufacture of which it enters largely. Canadian buyers of this grade could readily arrange with experienced and reliable commission houses at Sydney to purchase their requirements on a commission basis.

REVIEW OF AUSTRALIAN TRADE IN 1918-19.

Trade Commissioner D. H. Ross.

V.

IMPORTS OF FOOD PRODUCTS, SPIRITS, ETC., FROM CANADA.

The following compilation illustrates the imports from Canada in 1917-18 and 1918-19, showing increases and decreases of food products, oilmen's stores, spirits, etc.

Weekly Bulletin No. 638 contained a report upon the interchange of primary products between Canada and Australia, which demonstrated that, as Australia is a large producer of food products, the trade—except under abnormal climatic conditions—is unlikely to show any marked expansion.

Appended are the figures relating to imports, under this heading, in 1917-18 and 1918-19:—

	1917-18. Value.	1918-19. Value.	+Increase. —Decrease.
Meats, potted, etc.	£ 4,594	£ 4,245	— £ 349
Sausage casings	1,061	621	— 440
Confectionery, n.e.i.	224	.....	— 224
Cocoa and chocolate	1,646	1,748	+ 102
Apples, fresh	12,368	.....	— 12,368
Fruits, dried, other	55	.....	— 55
Fruits, n.e.i.	23	.....	— 23
Spices	46	.....	— 46
Infants' food	45	111	+ 66
Oilmen's stores	15	1,142	+ 1,127
Whisky, bottled	5,541	3,947	— 1,594
Whisky, bulk	50,308	123,218	+ 72,910
Other spirits	955	.....	— 955

In 1918-19 an embargo on the importation of fresh apples obviously caused no fruit being shipped from Canada to Australia during that (or the following) season.

The increase in the value of bulk whisky was mainly attributable to energetic representation by the capable representative of a leading firm of Canadian distillers.

IMPORTS OF MEDICINES, DRUGS AND SUNDRIES.

The Australian imports of medicines (exclusive of drugs, chemicals, acids, etc.) in 1918-19, are given at £274,282, of which the United Kingdom is credited with £145,857, the United States with £105,974, and Canada with £3,666. The total decrease of imports from those of the previous year was £23,577. The trade in medicines and lines of drugs and sundries credited to Canada in 1917-18 and 1918-19 is shown thus:—

	1917-18. Value.	1918-19. Value.	+Increase. —Decrease.
Medicines, proprietary	£9,629	£3,666	— £5,963
Medicines, other	2,797	3,868	+ 1,071
Fluid, extracts, etc.	241	471	+ 230
Acids	800	592	— 208
Perfumes	163	8	— 155
Toilet soaps	1,395	1,652	+ 257
Toilet preparations	.....	147	+ 147
Soap, n.e.i.	5,385	7,307	+ 1,922
Bottles, n.e.i.	.....	7	+ 7
Dental, etc., instruments	.....	93	+ 93
Other drugs, and chemicals	965	2,370	+ 1,405
	£21,375	£20,181	— £1,194

IMPORTS OF APPAREL OF FUR AND FUR SKINS.

For a considerable period the importation of fur apparel into Australia was prohibited, nor is there a favourable prospect for large importations in the future owing to high customs duties and the advance made by domestic manufacturers. Models of special garments will continue to be imported and probably some cheaper grades of apparel.

Conversely, the demand for fur skins used in the manufacture of apparel is showing considerable expansion, although direct importations from Canada have shown a regrettable decline in 1918-19.

A review of the Australian trade in imported fur skins and fur apparel appeared in *Weekly Bulletin* No. 540.

Australian imports of fur apparel and fur skins in 1917-18 and 1918-19 are tabulated thus:—

	1917-18.	1918-19.	+Increase. —Decrease.
Imports of fur apparel	£20,357	£ 3,246	— £17,111
Imports of fur skins	77,263	111,503	+ 34,240
	£97,620	£114,749	+ £17,129

Fur Apparel.

	1917-18.	1918-19.	+Increase. —Decrease.
United Kingdom	£16,711	£2,135	— £14,576
Canada	318	384	+ 66
Other British	66	104	+ 38
China	3	100	+ 97
France	976	.....	— 976
Japan	163	.....	— 163
Russia	116	.....	— 116
United States	2,004	434	— 1,570
Other foreign	.....	89	+ 89
	£20,357	£3,246	— £17,111

Fur Skins (Dressed or Prepared.)

	1917-18.	1918-19.	+Increase. —Decrease.
United Kingdom	£12,771	£20,240	+ £ 7,469
Canada	12,476	6,183	— 6,293
Other British	49	78	+ 29
Argentine Republic	.....	502	+ 502
Alaska	133	.....	— 133
China	3,896	19,085	+ 15,189
France	3,669	4,556	+ 887
Japan	1,907	1,829	— 80
Russia	14,801	6,958	— 7,843
United States	27,403	51,927	+ 24,524
Other foreign	158	145	— 13
	£77,263	£111,503	+ £34,240

DRY GOODS, TEXTILES, CORSETS, ETC.

The increase in the 1918-19 Australian importations of Canadian dry goods lines, over those of the previous year, is attributable to the enterprise of a small number of manufacturers in catering for the trade and supporting capable direct representatives who sell from a wide range of samples of goods suitable for Australian requirements.

As in other countries, the Australian dry goods trade is essentially seasonable, and as a consequence timely deliveries are of necessity demanded by the wholesale and principal retail importers.

A review of the Australian dry goods trade appeared in *Weekly Bulletin* No. 601.

The chief items of Canadian dry goods in 1918-19 were: corsets, £53,491; hosiery, £14,008; apparel, £17,571; textiles, £38,707; piece-goods, £4,416; sewing silks, £309; buttons, buckles, etc., £4,133; and quite a varied number of articles of less value.

IMPORTS OF RUBBER GOODS AND RUBBER.

The total imports in mechanical rubber goods (excluding waterproof cloth, belting, tires and tubes and footwear) into Australia in 1918-19 are valued at £254,688. The chief countries of origin were: United Kingdom, £161,039; United States, £74,505; Japan, £14,821; Canada, £2,934; and France, £629. The imports of rubber, hard rubber, sheets, waste, elastics and masticated rubber were given at £539,212. The principal sources of supply were: Brazil, £153,646; Straits Settlements, £187,511; Java, £95,598; Papua, £27,704; Ceylon, £23,061; United Kingdom, £16,124; United States, £6,926; Pacific Islands, £10,678, and India, £16,514.

Imports of Rubber Goods from Canada.

1916-17 Australian imports from Canada	£ 39,227
1917-18 " " " "	18,350
1918-19 " " " "	*185,162

* Includes rubber tires and tubes £181,585.

IMPORTS OF LEATHER AND RUBBER FOOTWEAR.

The value of footwear imported into the Commonwealth, under the several classifications, in 1917-18 and 1918-19, are, for general information, tabulated thus:—

	1917-18.	1918-19.	+Increase. —Decrease.
Boots, shoes, slippers, etc., n.e.i.	£165,020	£118,010	—£47,010
Goloshes (rubbers), sand shoes, etc.	56,829	86,672	+ 29,843
Gum and wading boots	3,718	8,578	+ 4,860
Slipper forms and goods for slippers, etc.	11,162	147	— 11,015
Uppers and tops, soles, etc.	3,072	3,348	+ 276
	£239,801	£216,755	—£23,046

In leather boots, shoes and slippers the United Kingdom contributed £48,222; the United States, £48,360; Japan, £17,206; China, £1,666; Switzerland, £1,475; and Canada, £316. In goloshes (rubbers), sand shoes and boots, the United Kingdom was credited with £38,291, the United States with £23,567, and Canada with £24,772. In gum and wading boots the chief sources of supply were: Canada, £5,124; the United States, £3,079; and the United Kingdom, £375.

IMPORTS OF CARBIDE OF CALCIUM.

The quantity of carbide of calcium imported into Australia in 1918-19 was 62,400 cwt. (112 pounds), valued at £114,288, as compared with 74,570 cwt., valued at £135,786, in 1917-18. The imports from Canada increased from 4,501 cwt., valued at £3,551, in 1917-18, to 5,640 cwt., valued at £7,048, in 1918-19. Japan occupied the premier position and increased its exports from £120,064 in 1917-18 to £136,161 in 1918-19. Canadian carbide has an excellent reputation in the Australian trade, and the importations would have been much larger had there been ocean transportation available. The imports during the two years were as follows:—

Country of origin.	1917-18. Value.	1918-19. Value.	+Increase. —Decrease.
United Kingdom	.....	£ 92	+£ 92
Canada	£ 3,551	7,048	+ 3,497
Japan	120,064	136,161	+ 16,097
Norway	3,153	.....	— 3,153
Sweden	7,901	.....	— 7,901
United States	1,117	987	— 130
	£135,786	£144,288	+£ 8,502

IMPORTS OF PORTLAND CEMENT.

Imports of Portland cement in 1917-18 were 11,017 cwt., valued at £2,201, and in 1918-19 were only 360 cwt., valued at £180. The sources of supply were:—

	1918-19. Quantity. Cwt.	Value.
United Kingdom	120	£ 70
United States	240	110
	360	£180

In pre-war years there was an extensive importation of Portland cement into Australia, but absence of cheap freights and the demand elsewhere caused a cessation of imports in 1918-19.

There has been considerable expansion in the Australian cement industry, but—through various causes—the production is far short of meeting requirements even under limited building construction. The enterprise of Canadian cement makers has already been directed to the demand which may continue for some time to come.

IMPORTS OF PLASTER OF PARIS.

In 1917-18 the imports of plaster of Paris were 27,830 cwt., valued at £12,295. In 1918-19 the imports were 22,560 cwt., valued at £14,867, the principal supplies coming from the following countries:—

	Quantity. Cwt.	Value.
United Kingdom	1,340	£ 979
United States	21,220	13,888
	22,560	£14,867

To meet trade requirements, the plaster must be dead white. There was a total cessation of imports of Canadian plaster which, prior to the war, was firmly established on the market. The prohibitive importing charges have caused the active development of the plaster industry in Australia, but more particularly in South Australia, where there is an extensive plant in operation near Adelaide.

MISCELLANEOUS IMPORTS.

Included under the miscellaneous schedule are a number of lines in which values of varying magnitude are credited to Canada as the country of origin. These lines, amongst others of a diversified character, embraced spices, collodion, fibres, seeds, hats and caps, hosiery, naphtha and other oils, paints and varnishes, lithographic stones, sewing machines, typewriters, fancy goods, jewellery, medals and medallions, watches, cameras, films, surgical and dental instruments, acids, dyes, insecticides, perfumery, potash, firearms, explosives, brushware, gums, packings, etc.

These goods are quoted to illustrate that many lines of Canadian manufacture are being successfully placed on the Australian market.

INCREASE IN AUSTRALIAN IMPORTS FROM CANADA 1918-19.

It is encouraging that the Australian importations of goods and products of Canadian origin reached their maximum value in the fiscal year which closed on June 30, 1919. For the first time the total exceeded £2,000,000, the figures given being £2,844,050, or approximately $13,822,083.

Australian exports to Canada (exclusive of gold) also constituted the record figures of £891,529, or $4,332,830, despite the decline in wool to the extent of over £121,000.

This trade developed practically under war conditions in so far as lack of ocean transportation was concerned, and at the beginning of a period of readjustment in both countries.

CANADIAN TRADE COMMISSIONER HELPS CANADIAN MANUFACTURERS.

This office continues to be of practical service to Canadian manufacturers. Trading connections have been and continue to be established and orders have been secured, some of considerable magnitude, through persistent effort, in many cases far beyond the introductory stage.

As heretofore, special reports as to the trading outlook, and the competition to be contended against, will be gladly furnished to Canadian manufacturers desirous of exploiting the Australian markets.

CERTIFICATES OF ORIGIN IN SHIPMENTS TO GREECE.

Hitherto it has been necessary, when shipping goods to Greece, to forward certificates of origin stamped by the Greek Consul if the goods were to enjoy the advantages of the Conventional tariff, says the London *Times Trade Supplement*. Although the obtaining of such certificates is not a very expensive matter, it is a formality likely to cause inconvenience and delay. As the result of representations made by the Federation of British Industries the Greek Minister in London now announces that his Government has officially recognized and given the necessary instructions to the customs authorities of Greece that the Conventional tariff will be applied in the case of goods shipped from the United Kingdom to Greece if these are accompanied by a certificate of the British manufacturing companies proving that the goods are of British origin. The Greek minister expresses the opinion that this new regulation will give all the required facilities for easier trading between the two countries. [This arrangement is also applicable to Canada.]

COMMERCIAL NOTES FROM NEW SOUTH WALES.

Commercial Agent B. Millin.

Trade Conditions in New South Wales.

Sydney, September 18, 1920.—The general rains which fell over the state some two months since have been supplemented by many usefall falls, and a truly prosperous agricultural and pastoral season is now practically assured. This has led to a strong consumptive demand for merchandise throughout the country districts and merchants are consequently handling an increased volume of business in the distributing centres.

The production of butter during the recent winter was hardly sufficient to meet local demand, but during the last month the yield greatly increased. The retail price is now 2s. 9d. per pound—the highest price reached for many years—this price being recently fixed by the Necessary Commodities Commission as a fair price in accordance with prices obtainable by exporters overseas.

Glue and Gelatine Manufacture in New South Wales.

Although the manufacture of glue in Australia dates back a number of years, the production of gelatine until quite recently was unimportant. In 1913 the total amount of glue and gelatine imported into and produced within the Commonwealth amounted to, approximately, 1,500 tons.

The uses of glue are now practically defined, but fresh avenues of usefulness for gelatine are being discovered every day. To-day there is no scarcity of gelatine for all requirements in Australia, and a large export trade is looked for in the near future.

Owing to the suitable climate and the fact that the raw materials produced locally can be handled fresh, Australian factories can produce the highest grades of glue and gelatine. Being a continent largely devoted to the rearing of cattle and sheep as well as possessing a plague of rabbits the supply of raw material—waste products from the freezing works, tanneries and similar institutions—is very plentiful, and, what is equally important, very fresh. One very large factory has recently been established at Botany, near Sydney, and is now in full working order. The factory is fitted with every modern requirement and it is the aim of the proprietory to turn out only the best products.

Demand in New South Wales for Cranes and Lifting Appliances.

There is a good demand in New South Wales for cranes suitable for wharf work, general cargo and heavy lifts, handling of coal (grab or other system), stationary and portable cranes for contractors, dam construction, harbour work, handling of timber, railway construction work, etc., with a lifting capacity of two tons and upwards, and for electric and steam power.

The main electric current used is D.C. 480 volts, and A.C. 415 volts, 3-phase, 50 cycles.

Attention is drawn to Trade Inquiry No. 2302 on page 1394 in this issue of the *Weekly Bulletin*.

Embargo Removed from Export of Woollen Goods from Australia.

The Commonwealth Government has decided to remove the restriction on the export of sheepskins, wool tops, wool noils, wool waste, and manufactured woollen goods and yarns. Collectors of customs have been instructed to allow the exportation without permit.

Resumption of Australian Wool Sales.

The opening of the wool-selling season and the resumption of the auction-selling system in Australia has been definitely fixed to take place early in October.

The appraisement scheme which has been in operation for the last three and a half years terminated on the 30th June last and since its close the market has necessarily been quiet. Some operations have taken place in scoured wools and the prices been highly satisfactory to growers, being in the region of five shillings per pound. While these of course cannot be regarded in any way as a reliable index of prices when the season opens, they are interesting as pointing to highly remunerative levels for good wools.

Japanese Vessels at Newcastle, New South Wales.

The Japanese flag just now is very prominent at Newcastle. At present there are sixteen Japanese vessels loading coal cargoes for overseas ports and sixteen more are scheduled to arrive within the next few weeks.

During the month of August sixteen Japanese steamers cleared at the Newcastle customs, taking cargo for overseas ports totalling 77,943 tons of coal. Three shipments left for the Baltic and one for Egypt. One steamer took a cargo for the West coast of South America. Two Japanese vessels are also engaged in the New Zealand coal trade.

Cotton Growing in Queensland.

To further encourage the cultivation of cotton in Queensland, the Government of that state has decided to guarantee 5½ pence per pound for all seed cotton, free from disease and of good quality, grown in Queensland prior to June 30, 1922. The Queensland cotton crop which has just been ginned by the Department of Agriculture amounts to 12,000 pounds. The production next year promises to show a considerable increase as about 1,000 acres are under cultivation as compared with 100 acres last year.

The possibility of raising the best of cotton in Queensland from the botanist's point of view is well established, but the point upon which definite information is being sought is whether cotton raising will be a commercial success. The problem of cotton picking is the most troublesome factor to be dealt with.

Purchase of Timber Mills by Commonwealth Government.

The Commonwealth Government recently purchased timber mills in Queensland at a cost of £500,000 primarily for the construction of returned soldiers' homes, but it is also stated that the venture will ultimately resolve itself into an adjunct to an extensive scheme for national housing with the view of endeavouring to cope with the great shortage of houses in Australia which is becoming more acute every day.

CEMENT PLANT FOR TASMANIA.

The London *Times Trade Supplement* announces that the National Portland Cement Company, Maria Island, Tasmania, is being formed with a nominal capital of £600,000 in 600,000 shares of £1 each to work extensive deposits of material stated by experts to be especially suitable for the making of high-grade cement. The company proposes to acquire 366 acres of land in the island, and to erect plant with an initial capacity of 30,000 tons of cement per annum. Experts have estimated the limestone deposits on the island at 10,000,000 tons.

IMPORTS INTO NEW ZEALAND, JANUARY-JULY, 1920, 1919.

Trade Commissioner W. A. Beddoe.

Following are the values of the imports into New Zealand of some of the more important articles during the seven months ending July 31, 1920 and 1919:—

	1920.	1919.
Soft goods—		
Apparel	£ 1,082,312	£ 734,259
Boots and shoes	683,610	221,772
Carpet and oilcloth	344,625	117,427
Drapery, n.o.e.	187,686	136,988
Hats and caps	173,886	93,412
Hosiery	266,767	317,486
Millinery	97,342	65,837
Canvas piece-goods	121,927	133,990
Cotton piece-goods	1,549,964	1,936,231
Linen piece-goods	37,117	35,633
Silk piece-goods	431,277	320,625
Woollen piece-goods	994,610	306,633
Hardware—		
Cement	2,974	1,844
Hardware	377,829	205,086
Iron—		
Bar bolt rod	205,328	39,968
Corrugated sheet	478,825	142,926
Fencing wire	125,382	136,316
Barbed wire	51,124	22,743
Pig and scrap	54,702	15,126
Pipes and fittings	205,109	200,370
Lead	44,214	17,644
Machinery—		
Dairy	58,976	65,204
Agricultural	104,969	111,842
Electric	464,145	316,717
Engines, gas, etc	46,398	37,839
Mining	14,849	11,908
Sewing	56,513	38,022
Nails	62,302	126,565
Railway and tram plant	180,673	92,243
Tin sheet and block	158,424	307,336
Tools	189,752	132,374
Foodstuffs—		
Confectionery	270,378	59,248
Fish, preserved	167,068	68,344
Fruit—		
Dried	544,398	33,553
Fresh	113,522	65,221
Flour	8	300
Grain, unprepared	683,767	360,076
Jams, jellies, etc	24,123	4,729
Milk, preserved	26,177	12,109
Onions	2,406	1,915
Pickles and sauces	19,271	6,155
Rice	105,816	22,944
Salt	78,562	67,615
Sugar	744,553	582,196
Beverages—		
Ale and stout	12,241	2,165
Spirits—		
Whisky	489,869	191,045
Other	121,711	42,605
Wine	187,703	42,792
Cocoa, coffee, etc	114,626	62,099
Tea	878,654	150,234
Miscellaneous—		
Bicycles (including motor)	121,721	49,577
Books, papers, music	255,347	152,251
Candles	26,845	18,202
Carbide of calcium	11,863	17,596
Cua	280,465	155,145

IMPORTS INTO NEW ZEALAND, ETC.—*Concluded*

Miscellaneous—Con.	1920.	1919
Cordage and twine	141,133	177,989
Cornsacks and woolpacks	120,805	235,498
China and earthenware	185,321	60,259
Glass and glassware	231,267	138,150
Furniture	44,525	23,856
Greases	11,078	10,730
India-rubber goods (not including tires)	39,081	24,268
Leather	439,692	114,727
Leather manufactures	127,466	62,580
Manures	251,710	115,974
Matches and vestas	25,983	10,421
Motor vehicles	1,499,801	434,224
Oils—		
Benzine, etc	857,638	408,505
Kerosene	158,259	50,068
Castor	17,823	1,803
Linseed	117,250	37,370
Turpentine	36,966	8,312
Other (specified)	133,195	125,644
Paints, colours, varnish	405,428	141,377
Paper—		
Printing	157,052	180,508
Other	114,083	215,363
Pianos	66,586	20,435
Sedds, grass, clover	82,417	35,889
Stationery	121,899	115,277
Tobacco	480,781	420,354
Cigarettes	466,164	322,234
Cigars and snuff	40,200	8,618
Timber hewn and sawn	273,913	78,381
Specie	33,675	243,096
Total all goods	£29,342,372	£17,583,778

COMPARISON OF AGGREGATES.

Following is a comparison of the aggregate of the different divisions of imports for the seven months, 1920, 1919, 1918, and 1917:—

	1920.	1919.	1918.	1917.
Soft goods	£ 5,970,523	£ 4,420,293	£ 2,788,958	£ 2,711,386
Hardware	2,882,488	2,022,173	977,700	1,146,183
Foodstuffs	2,780,049	1,284,405	1,353,806	1,097,546
Beverages	1,804,804	490,940	888,012	582,706
Miscellaneous	7,343,757	3,971,791	3,093,256	3,136,530
Other goods	9,527,076	5,151,080	4,227,433	3,576,389
Total goods	£29,308,697	£17,340,682	£13,329,165	£12,250,740
Specie	33,675	243,096	62,000	166,635
Grand totals	£29,342,372	£17,583,778	£13,391,165	£12,417,375

TOTAL SHOWS INCREASE.

The total for the seven months shows a remarkable increase of £11,968,015, or 69 per cent., and is in excess of any full twelve-month prior to that ending with December 31 last, which only exceeded it by a million.

Soft goods have a fair increase of 35 per cent, the only items not sharing in which are hosiery, canvas and cotton piece-goods. The increases in boots, carpets, hats and woollen piece-goods are especially heavy.

Hardware goods show a 40 per cent growth, and the only decreases of any note are nails and tin, while hardware, bar and corrugated iron show the heaviest increases, and with the latter two increased volume of importation is chiefly responsible.

Foodstuffs exhibit a total over double the average of the three previous corresponding periods. Fruits, grain, confectionery, sugar and rice are mainly responsible for this.

Beverages total roughly treble the average of the previous periods under review. All lines share in the growth, but tea accounts for about half and imports are more in volume than any full calendar year before. Imports of cocoa were 822,322 pounds, £102,807, and coffee 170,820 pounds, £11,819.

The miscellaneous section has nearly doubled, the increase being £3,371,966, towards which motor vehicles contribute over a million. These continue to pour into the country at the rate of a thousand a month, and petrol imports must grow with them, accounting for another £450,000 of the increase. Several other lines exhibit substantial increases.

INTERESTING FLUCTUATIONS.

Following are quantities of imports of several lines, the fluctuations in which are of interest:—

	1920.	1919.
Iron—bar bolt rod ..tons	8,426	1,565
Corrugated sheet..cwt.	203,496	69,880
Barbed wire..tons	1,644	817
Fencing wire..tons	4,215	4,640
Pig and scrap..tons	5,204	1,646
Pipes and fittings..tons	4,526	5,401
Wire nails..cwt.	36,363	61,861
Fish preserved..lb.	3,107,671	1,582,662
Rice..cwt.	41,575	26,606
Ale and stout..gals.	27,731	5,264
Whisky..gals.	383,537	174,007
Tea..lb.	11,389,905	3,665,682
Candles..lb.	701,821	571,887
Matches..gross	49,310	42,859
Carbide of calcium..tons	444	658
Motor vehicles..No.	7,068	2,513
Benzine, etc..gals.	9,010,091	5,000,266
Kerosene..gals.	2,547,779	1,214,437
Linseed oil..gals.	214,492	104,491
Turpentine..gals.	129,165	46,060
Leather..lb.	1,177,701	343,170
Printing paper..cwt.	109,520	112,633
Pianos..No.	1,155	419
Tobacco..lb.	1,824,293	2,043,549
Cigarettes..lb.	776,499	715,956

CONDENSED MILK FROM MANCHURIA.

A stir was recently created among the Pacific coast dairy interests, particularly the milk condensing factories, when it was learned that a trial shipment of condensed milk was being made from Manchuria, says *The World's Markets* (New York). It is understood that the factory producing this condensed milk in Manchuria is under direct control of Japanese capitalists. How much further these shipments will extend and whether they will be in a position to compete with the Pacific coast canners remains to be seen. It is, nevertheless, causing a great deal of uneasy feeling, since the producing costs in the Orient are considerably less than those existing in our country.

PROSPECTING FOR PETROLEUM IN NEW ZEALAND.

(Consul General Alfred A. Winslow, Auckland, in United States Commerce Reports.)

The New Zealand Government is still assisting private interests in prospecting for petroleum, and has subsidized a company that has put down a bore near Hawkes Bay to the depth of 3,660 feet. It is proposed to go down much deeper, for the indications are that oil may be found in that locality. During 1919 the New Zealand Government paid $21,656 in subsidies for prospecting work and will expend more this year.

BRAZIL AS A MARKET FOR CANADIAN EXPORTS.

II.

Brazil and its Foreign Trade.—*Continued.*

CHARACTER OF THE BRAZILIAN MARKET.

The relative importance and future potentiality to Canadian manufacturers and exporters of the Brazil market is a matter of the first consequence. Its relative importance among the nations of South America will be understood when it is stated that Brazil is the largest exporter to the United States and the second largest importer. In the first nine months of 1919 Brazil's exports to the United States exceeded those of Argentina by $23,000,000 and those of Chile by $119,000,000. Her imports from the United States during this period were $30,000,000 less than Argentina but exceeded those of Chile by $55,000,000.

Brazil's imports from all countries in millions of dollars from 1911 onwards are shown as follows:—

1911	1912	1913	1916	1917	1918	1919
198	237	251	202	209	247	333

The reduced imports of 1916 and 1917 are of course due to the war time conditions when the usual sources were cut off. The high figures for 1919 correspond to high post-war prices and not to pre-war volume. The dead-weight tonnage of Brazil's imports for 1913 was 5,873,000, whereas in 1919 the total was only 2,779,000 or 47 per cent of the imports of the last year before the war.

A general idea of the country's requirements may be gained from the following percentages of the various classes of imports over a period of years taken from official figures.

	1913.	1917.	1919.
Animals	.5%	.2%	.5%
Raw materials for use in manufacture	20.9	30.2	27
Manufactured goods	56.1	46.3	49
Foodstuffs	22.5	23.3	23.5

Raw materials imported in largest amounts consist of building materials, iron and steel, substances for making soap and perfumery, leather and cotton. Manufactured goods imported in largest quantities are iron and steel, machinery, tools, cotton goods, paper and chemicals. Foodstuffs imported in largest quantities are wheat and flour, beverages, canned goods and extracts.

EXPORTS.

Brazil buys her imports with exports of raw material and foodstuffs. The following figures in millions of dollars indicate the exports:—

1911	1912	1913	1916	1917	1918	1919
250	279	245	284	298	284	544

The official statistical reports divide these exports into three main groups: (1) Animals and Animal Products, (2) Mineral and Mineral Products, (3) Vegetables and Vegetable Products. The third class has always been the most important but it is interesting to note that the war gave an increasing importance to the other two classes.

Class I.—Animals and Animal Products.

Seven products are enumerated as of primary importance, namely: lard, canned meat, frozen meat, hides, wool, skins, and jerked beef. With the exception of frozen beef the exports of all these commodities in 1919 show an increase over 1918. Exports

of hides and skins reached a total of 62,346 metric tons in 1919, while for 1916 they were 57,341 tons, the highest figure previously recorded. An interesting fact of the past three years was the entry into European markets of Brazilian lard. From 4 metric tons in 1916 the exports rose to 20,028 tons in 1919. This has acted as a decided stimulus to hog raising in Brazil, and strengthens the propaganda in which the rapidly-growing meat-packing industry is active.

The official figures show that the unspecified items under "various" in this classification of Animals and Animal Products, rose in volume from 12,281 metric tons in 1913 to 32,532 tons in 1919, a significant item showing a steady growth in the export of commodities new to Brazil's foreign trade and a tendency to diversity of production. Such a growth continually expanding will have a tendency to reduce the liability to economic crises due to dependence in the past on three or four staple exports.

The most important products covered by the heading "various" in this general classification are, in the order of export value: tallow, butter, beef extract, frozen pork, bees wax, horse hair, leather manufactures, and horns.

The value of the principal animal products exported from Brazil in 1918 and 1919 are shown in the following table, the figures being in millions of dollars:—

	1918.	1919.		1918.	1919.
Lard	6.5	9.9	Butter	.07	.37
Canned meat	6.5	10.5	Beef extract	.22	.32
Frozen meat	15.1	15.0	Frozen pork	—	.28
Hides	18.8	25.1	Beeswax	.09	.11
Wool	1.5	2.8	Horse hair	.07	.1
Skins	2.0	12.7	Leather manufactures	—	.07
Jerked beef	1.8	1.9	Horns	.06	.08
Tallow	.17	2.2			

Class II.—Mineral and Mineral Products.

Brazil has never been a large exporter of minerals until war conditions caused a heavy exportation of manganese to the United States for use in the manufacture of steel.

In 1918 the figures were 393,388 metric tons, and 1919, 205,725 tons.

Class III.—Vegetables and Vegetable Products.

This group embraces the bulk of Brazilian exports, and coffee and rubber, which still form the most important items, formerly made up together the greater part of Brazilian exports. Official statistics indicate the increasing diversifications of Brazilian production in this group, as in Group I. In 1913, of a total of 1,191,184 metric tons exported, only 345,604 tons made up the volume of exports other than coffee and rubber. In 1919 the gross exports other than these two staples had increased to 670,125 tons.

In this group the official value of exports in 1919 increased by about 112 per cent over 1918 and about 100 per cent over 1913. This was due chiefly to the rise in the market value of coffee, which leaped from 46$000 (46 milreis, equal to $11.50 at 4$000 per dollar) per bag in 1913, and 47$000 per bag in 1918 to 95$000 per bag of 60 kilogrammes in 1919.

In the five years preceding 1919 coffee supplied 40·8 per cent of the total volume of exports and 53·6 per cent of total value; in 1919 the figures were respectively 40·7 per cent for volume and 56·3 per cent for value.

In 1919 there was a slight revival in rubber over 1918, but in general pessimism reigns in this industry, which finds difficulty in competing with plantation rubber from Ceylon and the Straits Settlements.

The other items listed under Group III are cotton, rice, sugar, potatoes, cocoa, carnauba wax, mandioca meal, beans, table fruits, oilseeds, tobacco, matte, timber,

corn, oils and "various" products. The fact that the export value of these items rose from 145,724 contos of reis (25 cents per milreis or $250 per conto) in 1915 to 480,332 contos in 1919 shows that, notwithstanding the rise in price, an increasing diversity of production is taking place in Brazil, and entire dependence on three or four staples no longer rules.

The following table shows values in millions of dollars for 1918 and 1919, conversion being at the rate of 4 milreis to the dollar:—

	1918.	1919.		1918.	1919.
Cotton	2.4	9.1	Beans	7.8	5.2
Sugar	25.1	14.4	Table fruits	.7	.68
Rice	4.6	4.8	Oil seeds	3.9	11.
Potatoes	.21	.01	Tobacco	10.7	18.
Rubber	18.4	26.3	Matte	9.9	13.1
Cocoa	9.9	23.3	Timber (woods)	5.2	3.3
Coffee	88.1	306.6	Corn	.8	.2
Carnauba wax	5.1	5.1	Oils	4.1	1.9
Mandioca meal	7.6	1.7	Various	9.1	7.7

TRADE BALANCE.

The visible trade balance in millions of dollars over a period of years showing the excess of exports over imports, and of imports over exports, was as follows:—

1911	1912	1913	1916	1917	1918	1919
+52.5	+42.1	−6.5	+81.5	+88.6	+36.6	+211.1

The excess of exports over imports indicates a healthy condition, inasmuch as Brazil, being a young (economically) and debtor country, must use exports to pay not only for imports but for the interest on her foreign debt.

FUTURE MARKETS.

Agriculture is of course the principal source of wealth in Brazil. Industrial development is in its infancy. The war gave an impetus to industrial development and the statistics for 1918 show that the number of factories was 3,258, the capital invested $166,394,000, the value of production $185,384,000, and the number of operatives 151,841. There has been considerable expansion since 1918.

A large share of the industrial capitalization is in cotton-spinning mills. In the following manufactures domestic production has increased to the point of placing the country independent of imports of poorer quality: hats, shoes, cheap cotton, textiles, wall paper and wrapping paper, fibre rope and bagging, nails (except horse-shoe and fancy types), iron and tin kitchen utensils (raw material imported), rough paints, wooden ware and wooden furniture, cheese, corn, alfalfa, tobacco and matches.

Potentially therefore the Brazilian market for imported manufactured goods is one of the largest in the world. The war time industrial development has closed the market for a few classes of goods only and has augmented the demand for imported machinery and partly manufactered material for use in industries. Tools and equipment for use in development of natural resources will be especially needed. These resources include all the elements for the foundation of a great agricultural and industrial nation. They are: an enormous area of fertile soil and forests, rich mineral deposits, a favourable climate in the entire central and southern sections, navigable rivers and harbours, and an abundance of water-power.

PRESENT FAVOURABLE OPPORTUNITIES FOR CANADIAN PRODUCTS.

In Brazil a large bulk of the import operation is in the hands of old-established and generally wealthy English firms, who often pay cash for their foreign purchase, and extend the usual 90-day credit to their own customers in Brazil. They also as a rule do a commission business. They are of the usual type of prosperous reliable

English houses, and it is a gratifying fact that whenever possible they will in most cases prefer to make their purchase from Canadian manufacturers than from a country not under the British flag. Canada is the great British power of the American continent. English business men in South America, while not propagandists in the accepted sense, nevertheless will support every legitimate effort to increase Canadian and therefore British prestige on this continent, and in the practical British fashion they are doing and will do so by meeting Canadian manufacturers more than half way. What will Canadian manufacturers, even those pressed with domestic orders, do to meet this advantage?

They will, if alive to the necessity for future overseas markets, make a determined effort to enter this field at this favourable time, even if domestic demands are pressing. In the latter case, reserving a portion of the factory output, say 10 per cent or 20 per cent for overseas markets whatever the demands at home may be, would seem to be ordinary business acumen, concerned with something beyond this year's or next year's dividends. In this connection it will be of interest to quote the remarks recently addressed to the present writer by a young Canadian who has lived in Latin America for many years, and who is interested, patriotically as well as personally, in a flow of Canadian products to Brazil. He says:—

"The three companies above mentioned (Canadian companies of first importance) say that they are full up with domestic orders and cannot therefore enter the South America market at present. When, however, conditions in the Dominion again become normal, they will want to come into this continent's markets with a blare of trumpets and flying colours, hoping to get a share of the business without having done any of the necessary spadework. This spadework consists in having a representative already on the ground looking over the field, studying future clients' wants and booking orders for future delivery on the resumption of normal conditions. In my humble opinion the latter state of affairs will occur in a comparatively short space of time. I saw, if I am not mistaken, in the *Weekly Bulletin* published at Ottawa that even Belgian factories were already turning out 90 per cent of their pre-war output. In Rio one has to be blind not to notice the ever-increasing number of German travelling men who are carefully going over the ground with their eyes on future trade possibilities. These men congregate as a rule in the Bar Brahma and Americana, where one can hear five times more German than English. I simply mention these facts to show that the time is by no means too early for good Canadian concerns to have good live men here so that they may have their finger in the pie when in a position to fill orders."

A total neglect of the foreign markets at a time when the home market can easily absorb the whole output is a mistake for manufacturers who desire an export trade during periods when production exceeds home consumption. For a country like Canada, comparatively unknown as a producer of manufactured goods, the time for the preliminary work and introduction of Canadian products is when the world is being scoured for products of all kinds, and a kindlier eye than usual is turned to any country that can help to supply demands.

MUNICIPAL OFFICE OF OSAKA, DEPARTMENT OF COMMERCE AND INDUSTRY.

The municipal office of Osaka, Department of Commerce and Industry, Osaka, Japan, has asked the Consul-General of Japan in Canada to announce that the department is always ready to assist merchants and manufacturers of Canada who desire information regarding commercial and industrial matters. Letters may be written in English.

ECONOMIC AND COMMERCIAL NOTES FROM ITALY.

T. Calderini, *Office of the Trade Commissioner.*

Italian Grain Shortage.

Milan, October 5, 1920.—In an address before the Chamber of Deputies, the Italian Food Controller called the attention of the country to the gravity of the food situation, especially as regards the grain supply. He intimated that the home wheat production for the current year will fall considerably short of 4,000,000 tons, as compared with the average harvests of about 4,800,000 tons. The decrease in the wheat crop obviously limits the amount of wheat of domestic production which can be requisitioned by the State commissions. During the calendar year Italy imported 2,104,777 metric tons of wheat and 358,901 metric tons of wheat flour. It would seem that if financial arrangements could be made, Canada should contribute more this next year than during 1919, when Canada's supply quota was 76,277 tons of wheat and 24,500 tons of wheat flour.

Official Statement on Italian Budget.

The following statement made by the Italian Minister of the Treasury, Signor Meda, on the financial position of Italy should be of interest:—

INCREASE IN ORDINARY AND EXTRAORDINARY EXPENSES.

The total ordinary revenue of the Italian Government for the coming year is estimated at 10,500,000,000 lire. Its ordinary expenses on the other hand are now estimated at 11,535,000,000 lire, showing an increase of 3,066,112,000 lire, or about 36 per cent over the estimate made in December, of 8,468,888,000 lire. This increase is due principally to the increases in the salaries of Government employees during the time which has elapsed since the previous estimate. On this basis, ordinary expenses would exceed the estimated total ordinary revenue by about 1,000,000,000 lire. Of the ordinary revenue, however, 1,500,000,000 lire are of a temporary character.

For extraordinary expenses it is stated that, notwithstanding the notable reductions already made, an estimate of less than 13,200,000,000 lire is not justified.

From the foregoing it is evident that unless additional revenue is secured there will be a deficit of approximately 14,000,000,000 lire.

The Minister of the Treasury, in giving these figures, justified the radical financial measures just presented to Parliament for enactment into law, and pointed out that, in addition to the revenue which it is hoped these will provide, during the last half of the year the receipts from new taxes, etc., already in effect ought to afford considerable relief. Furthermore, if there should take place an improvement in the general economic situation of the country and a rise in the purchasing power of the lire abroad there would be made possible a large saving over the now estimated expenditure.

New Electric Power Plants in Italy.

On account of the increasing demand for electrical energy for illumination, industries, drainage installations, and agriculture, due largely to the prohibitive price and scarcity of coal, the Società Adriatic di Elettricitá in the territory of Treviso, together with the Società del Cellina, which are situated at Fadalto and Nove on the lakes of Santa Croce and Morto, and which are capable of producing 20,000 and 8,000 horse-power, respectively, have decided to augment their production, and both are working at present in order to transform their plants and increase their output to approximately 280,000 horse-power.

Once the work is accomplished the above-mentioned societies will dispose of 700,000,000 kilowatts of energy in comparison with 32,000,000 kilowatts at present, which would mean a saving for Italy of approximately 1,000,000 metric tons of coal per year.

To carry out this programme these societies will have to spend about 220,000,000 lire over a period of five or six years.

Italy's Silk Production for 1920.

It is reported that the official estimate of the Italian silk production for the year 1920 amounts to 59,500,000 pounds of cocoons as against 43,500,000 pounds for 1919, or an increase of 37 per cent over the previous year, but below the ten-year average of 77,500,000 pounds.

Syndicate for Cotton Growing in the Italian Colonies.

An Italian syndicate, it is stated, is being formed for the purpose of growing in the Italian colonies on a large scale and by intensive and scientific methods, cotton and other products, such as sugar, bananas, oil seeds, etc.

Italian Production of Sulphate of Copper in 1920.

Italy's annual need of sulphate of copper varies from 70,000 to 75,000 metric tons. The amount left over from 1919 was 15,000 metric tons. This year's production up to June 15 amounted to 73,000 metric tons, and production continued until July 15. It is therefore estimated that the total production will amount to about 80,000 metric tons. The need of the Italian vine growers will therefore be more than covered.

TRADE OF JAPAN FOR FIRST HALF OF 1920.

TRADE COMMISSIONER A. E. BRYAN.

Yokohama, September 1, 1920.—Japan has registered an unfavourable balance of trade for the first six months of this year to the extent of 478,568,010 yen. For the same period last year the balance was on the same side, but only amounted to 221,950,275 yen, less than half the present adverse figures.

The total trade of the country from January to the end of June was the biggest ever recorded for a similar period, but although exports increased by over 37 per cent compared with the first half of 1919, imports increased by more than 53 per cent, which accounts for the unfavourable trade returns.

A synopsis of the trade returns for the first half of this year compared with 1919 and 1918 will be of interest:—

TOTAL TRADE RETURNS.

	1920. Yen	1919. Yen.	1918. Yen.
Exports	1,138,836,833	827,419,757	896,922,725
Imports	1,617,404,843	1,049,370,032	839,882,134
Total exports and imports	2,756,241,676	1,876,789,789	1,736,804,859
Excess of imports	478,568,010	221,950,275	.....
Excess of exports	.....	.....	57,040,591

CANADIAN SHARE OF THE TRADE.

According to Japanese official returns Canada exported goods to the value of 4,172,799 yen, and received from Japan goods valued at 11,344,976 yen. That is,

our exports to Japan increased by 55 per cent over the first half of 1919 and Japan increased her sales to Canada by 51 per cent. In this connection it is always well to remember, however, that there are many imports which originate in Canada, but because they are shipped from the United States ports are credited to that country in the returns as published by the Imperial Japanese Government.

Imports into Japan (January-June, 1920).

FOOD PRODUCTS.

There was an increase of over 50 per cent in the imports of wheat—while the import of malt also showed a big gain over the 1919 figures. Soya beans, which come entirely from China and Manchuria, were imported in value amounting to 27,988,706 yen, as compared with only 10,686,623 yen the previous year. Wheat flour also showed a good increase, 2,431,830 yen being imported this half year as compared with 1,786,999 yen for the same period last year.

Wheat, flour, and beans were imported in very large quantities by firms who speculated in same, and it is safe to say that many of these firms, on account of the adverse conditions to-day, are suffering for their wholesale manipulations of a few months ago.

Sugar showed a big increase, being imported for the first half of this year in value amounting to 39,531,194 yen as compared with 21,247,000 yen for the same period in 1919. This was chiefly made up of No. 15 Dutch Standard.

IMPORTS OF LIQUOR INCREASE.

There was an increase of 526,212 yen over this time last year in the purchasing of liquors—the increase being especially noted in bulk wines and whisky in bulk. It is a well-known fact that when prohibition was enforced in the United States large quantities of liquor were shipped over from that country to Japan, where there are no restrictions on the sale.

FISH, BEVERAGES, MEAT, CONDENSED MILK, ETC.

It is interesting to note that salted salmon is again figuring in the returns to the amount of 57,057 yen for this first half year as compared with only 9,558 yen last year. Then again other fish, which probably includes salted herrings chiefly, increased from 820,474 yen for the first six months of 1919 to 2,530,081 yen for the same period of this year. During the war prices went so high for such fish that it became impossible to dispose of it on this side.

Butter—which has never amounted to more than 9,693 yen as was the case for the first half of last year—was imported to the extent of 319,024 yen for the first six months of 1920. Although some of this came from Canada, it is to be supposed that most of it was shipped into Japan from Australia, which country has two or three brands of tinned butter that are quite common on this market now.

Condensed milk just about held its figures for the corresponding six months of 1919, being imported to the amount of 1,064,279 yen as against 1,078,754 last year.

Imports of salt increased by about 1,000,000 yen over the first half of last year, and came principally from China.

HIDES, LEATHER AND BONES.

It is to be noted that there was a good increase in the imports of both hides and sole leathers as well as leather belting. Animal bones were imported in large quantities, 2,223,211 yen being imported for the first six months of this year as compared with 1,794,898 yen from January to June 30 of 1919.

IMPORTS OF CHEMICALS INCREASE.

Among the more important items under this heading it is to be noted that rosin increased from 184,513 to 5,028,664 yen; glue from 260,453 to 986,155 yen; tartaric acid from 30,959 to 1,022,362 yen; citric acid from 48,013 to 194,344 yen; caustic soda from 1,623,711 to 4,316,706 yen; borate of soda from 143,820 to 1,025,899 yen, and chlorate of potash from no imports in the first six months of 1919 to 1,220,604 yen during the first half year of 1920. Imports of sulphate of ammonia rose from 1,986,231 to 17,326,214 yen during this first half year; acetate of calcium from 32,942 to 942,257 yen; formalin from 107,259 to 930,575 yen; and industrial alcohol from 18 to 10,942 yen.

On the other side, during these first six months decreases were found in the imports of oxalic acid, salicylic acid, carbolic acid, soda ash, cyanide of soda, and potash, glycerine and explosives.

There were also substantial increases in the importations of dyes, natural and artificial indigo, logwood extract, and lacquer.

PAPER AND PULP.

Under this heading we notice that quite a change has taken place compared with the first six months of last year, and that Canada has lost the lead which she held during the last three years. Sweden—which during the first half of 1919 supplied 2·3 per cent of the imported pulp—has this year shipped 47 per cent of the total, while Canadian mills have only sold 29 per cent of what was imported. The United States—which for this same period in 1919 was credited with 60 per cent of the imports—has this year fallen back to only 17 per cent of the whole. So that from January to June this year Sweden has shipped more pulp into Japan than have Canada and the United States put together. The reason for this I explained in an address before the Canadian Pulp and Paper Association in July last: owing to the fact that Canadian mills were demanding payment in United States gold dollars, Japanese importers could land Scandinavian pulp in Japan duty paid cheaper than the Canadian article. If Canadian shippers had been content with the fund of their own country, our pulp shipments would have been much larger than they were.

The following figures showing the imports of pulp during the first six months of this year compared with the two previous half years together with the countries of origin will be of interest:—

Imports of Pulp into Japan.

(January-June, 1918, 1919 and 1920.)

	1920.		1919.		1918.	
	Quantities. Kin.	Value. Yen.	Quantities. Kin.	Value. Yen.	Quantities. Kin.	Value. Yen.
Sweden	29,480,790	5,178,541	497,332	95,643	700,721	120,831
Norway	1,023,066	195,543	427,014	107,336	.....	—
United States	10,937,475	1,882,809	17,324,463	2,557,526	2,863,192	480,341
Canada	21,997,552	3,164,840	8,484,372	1,238,457	16,509,584	2,168,497
Other countries	2,636,649	467,089	108	3	59,796	4,109
Total	66,075,532	10,888,822	26,733,289	3,999,015	20,133,293	2,773,784

1 Kin approximates 1.32 lb.

IMPORTS OF METALS.

It is interesting to note that precious stones were imported in value to 5,492,807 yen for the first six months of this year as compared with only 980,246 yen during the same period last year. This of course was due primarily to the general prosperity of the people arising out of the war, and also to the fact that the Japanese were able to pick out bargain shipments from Siberia.

Asbestos—which comes almost entirely from Canada—showed a drop for this period, only 1,062,333 yen being imported as against 1,624,005 yen during the first six months of 1919.

Talc and soapstone imports increased from 157,580 yen to 228,746 yen. This product comes chiefly from Manchuria, and there should be a good opening for the British Columbia product once importers are in the demand market again. At present there seems to be sufficient supplies on hand.

ORES AND METALS.

In order to make secure Japan's iron and steel supply, large foreign orders for ore and pigs were placed, with the result that shipments of iron ore were increased during this period from 6,081,895 yen to 7,320,749 yen, while pigs were imported to the extent of 25,145,531 yen compared with only 17,920,833 yen during the same six months in 1919.

While there were heavy drops recorded in the imports of ferro-manganese, ferro-chrome and other alloys, there were substantial increases noted in the import of steel bars, steel plates, galvanized wire, wire rope, and steel pipes and tubes.

Another interesting fact is that the imports of lead and zinc ores fell off to a great extent, and in their place lead and zinc ingots and slabs were imported in much greater quantities than in the former year. Canada figured considerably in these imports, although the official returns recording the countries of origin are not yet announced.

Copper ingots and slabs also increased from 513,304 yen in 1919 to 20,404,813 yen during the first six months of this year. This seems rather peculiar when it is realized that Japan is one of the largest producers of copper herself, but a great deal of speculation was indulged in and firms here imported American copper to bring down the price of the domestic article.

Nickel imports increased from 2,755,038 yen during the first part of 1919 to 3,243,221 yen for the first six months of this year. Most of this was credited to the United States, but it is to be hoped that our refineries in Canada will now look after shipments to this country direct. Japanese importers would prefer to buy from the country of origin every time.

METAL MANUFACTURERS.

Shipments of nails, rivets, bolts, screws, etc., were about the same as they were during the first half of 1919, but the imports of steel rails and railway construction materials increased from 7,520,000 yen to 11,000,000 yen. Other articles showing an increase under this heading may be mentioned: bridge materials, submarine cables, iron chains, drills and reamers, cutlery, stoves, and radiators.

MACHINERY.

Over two hundred more automobiles were imported during the first six months of this year than there were for the first half of 1919, there being 1,054 cars imported altogether during the first period of this year. Steam turbines, gas, petroleum and hot-air engines, cranes, gas compressors, sewing machines, pumps, hydraulic presses, metal and woodworking machines, all showed good gains over this time last year, but milling cutters, gear cutters, card clothing, endless paper belts, and metal nets for paper machinery recorded a decline in imports.

IMPORTS OF LUMBER AND FERTILIZERS INCREASED.

Of interest to Canadian lumber shippers is the fact that fir and cedar lumber were imported in very much larger quantities than in the first half of 1919, fir being imported to the extent of 6,310,889 yen as compared with only 1,342,469 yen during the same months in 1919.

The increase in the purchase of fertilizers was even more marked, for during the first half of this year 139,769,123 yen of fertilizers were imported as against 74,261,367 yen for the same period in 1919.

[In the next number of the *Weekly Bulletin* statistics covering the imports into Japan under products which Canada might export will be given.]

TRADE OF CHINA—1919.

Trade Commissioner J. W. Ross.

II.

Canada's Share of the Trade.

As pointed out in the opening page of this report, which was published in last number of the *Weekly Bulletin*, page 1264, in respect to Canada's share of the trade of China, the figures given in Chinese customs returns must be greatly in excess of our actual trade with this country, for it is not at all probable that we have increased our trade of taels 2,000,000 of 1914, to taels 23,000,000 in 1919. The supposition must be that United States goods shipped at Vancouver have been entered by the Chinese customs as coming from Canada. In contrast with the Chinese figures the following, which represents Canadian published returns of our trade with China for the twelve months, July to June, 1917-1918, 1918-1919 and 1919-1920, while showing an increase of over 300 per cent, do not nearly approach the figures published by the Chinese customs. The fact is that neither are correct; Chinese figures are much in excess of what they should be, and Canadian figures understate our full volume of trade, but how to determine the actual figures is difficult to say. Heretofore the Chinese customs administration has not insisted upon a certificate of country of origin of imports, consequently their returns have never been accurate. We understand, however, that this is being remedied, and hereafter we may look for more perfect reports upon the trade of China.

CANADA'S TRADE WITH CHINA.

Exports to China, twelve months ending June—	1918.	1919.	1920.
Canadian goods only	$2,200,587	$2,926,889	$7,388,207
Imports from China	1,789,502	1,340,244	1,650,885

From the above figures, compiled by the Dominion Bureau of Statistics, it is seen that our exports to China—small as they are—have increased by over 300 per cent within the past three years, while our direct imports from China have remained stationary. The latter is not at all probable. Canada within the past year has very likely consumed three times the quantity of Chinese products stated. These figures no doubt represent our direct imports from China, but a much larger quantity has probably entered Canada by way of the United States.

CHINA AS A MARKET.

Before setting out to review the separate lines of commodities which go to make up China's foreign trade, it is well to point the potentialities of China as a producing as well as a consuming country, and the wonderful possibilities of this market. No country in the world is so rich in diversities of products, no country is more productive, and no people are more industrious. Given a proper government, no other country presents such possibilities of development and production nor such a market for foreign goods as China. A study of the figures given in this report must convince the most casual reader of the great trade possibilities which exist in this country, and when we contrast the meagre volume of our trade with China with the enormous figures which represent the trade done by our neighbours of the Pacific, we must see that we are losing great opportunities which our rivals of other countries are seizing, as is shown by their annually increasing trade.

What has hindered trade development in the past has been a deep-rooted prejudice against foreigners and foreign ways, lack of competition in the sale of foreign goods,

the "laissez faire" policy adopted by foreign merchants in China, difficulties of transportation, and the low purchasing power of the people. Some of the other deterrents to the sale of foreign goods in the interior of the country still exist, particularly in respect to transportation facilities within the country. Other deterring influences are, however, rapidly disappearing; instead of there now being any prejudice against foreign goods, quite the opposite is the case, for the consumption of imported goods in China is now only limited by the purchasing power of the people. Competition in the sale of their products among all foreign commercial nations is very keen, and where formerly there was only indifference, great activity is now to be observed. This is plainly to be seen, not only in the great volume of foreign goods annually imported, but in the annual increase in exports of Chinese products abroad.

VALUES OF CHIEF IMPORTS.

The following table shows the total net value of Chinese overseas trade for the past five years, imports and exports, with values in local money and in United States currency. From this will be seen the manner in which the foreign trade of the country is expanded and the high gold values to which it reached in 1919.

	Imports. Hk. Taels.	Exports. Hk. Taels.	Total. Hk. Taels.
1915	454,475,179	418,961,164	873,336,883
1916	576,406,995	481,797,366	998,204,361
1917	549,518,774	462,931,630	1,012,450,404
1918	554,893,082	485,883,031	1,040,776,113
1919	646,997,681	630,809,411	1,277,807,092

Gold Value—United States Currency—Average Rate of Exchange.

1915	$ 541,468,867	1 Tael=$0 62 U. S. Currency.
1916	788,581,436	0 79 " "
1917	1,042,823,916	1 03 " "
1918	1,311,277,902	1 26 " "
1919	1,776,151,857	1 39 " "

Here we have a total trade of $1,776,151,857 gold, of which imports account for $899,000,000 or a little over 50 per cent.

Chief articles of import in excess of taels one million in value. Many of these commodities should have a special interest to Canadian producers.

	Taels.		Taels.
Cotton textiles and cotton goods	210,000,000	Glass and glassware	3,000,000
Woollen goods	7,000,000	Haberdashery	1,000,000
Iron and steel and metals	56,000,000	Hosiery	2,000,000
Arms and munitions	2,000,000	Instruments, scientific	2,000,000
Bags and gunnies	9,000,000	Lamps and lanterns	1,000,000
Bran	2,000,000	Leather	7,000,000
Building material	2,000,000	Machinery	14,000,000
Candles	2,000,000	Matches	5,000,000
Casks, shooks for	2,000,000	Match materials	2,000,000
Cement	2,000,000	Medicines	5,000,000
Cereals—rice, beans, etc	9,000,000	Needles	3,000,000
Chemicals	2,000,000	Kerosene oil	49,000,000
Cigarettes	21,000,000	Oil, lubricating	2,000,000
Clocks and watches	1,000,000	Paper and cardboard	11,000,000
Clothing	6,000,000	Railway material	4,000,000
Coal	12,000,000	Soap	3,000,000
Cordage	1,000,000	Soda, caustic	3,000,000
Cotton, raw	7,000,000	Stationery	1,000,000
Dyes, aniline	3,000,000	Stores—household	3,000,000
Artificial Indigo	1,500,000	Sugar	35,000,000
Unclassed	1,500,000	Timber, soft wood	5,000,000
Paints and paint oils	2,000,000	hard wood	2,000,000
Electric fittings	5,000,000	Tobacco, leaf	5,000,000
Enamelled ware	1,000,000	Umbrellas	1,000,000
Fish products	11,000,000	Locomotives	10,000,000
Fruits	1,000,000	Rolling stock, cars, etc	5,000,000
Gasoline	1,000,000	Milk, condensed	1,000,000
Ginsing	2,000,000	Motor cars	2,000,000
		Wines and spirits	1,000,000

IMPORTS INTO CHINA, 1913-19.

In order to show the general evidence of progress in China and the marked expansion of trade, the following figures of a selected number of commodities showing the increase which has taken place in such lines since 1913, the year preceding the war, and the imports of the same articles in 1919, are hereunder given:—

	1913.	1919.
Bags of all kinds.....pieces.	32,049,708	67,302,701
Building materials.....value hk. tls.	2,444,787	5,786,924
Candles.....piculs.*	50,383	82,362
Casks, empty and shooks.....value hk. tls.	634,714	3,171,626
Cigarettes.....mille.	6,209,037	7,771,947
Cigars..... "	38,565	49,176
Raw cotton.....piculs.	134,735	239,003
Dyes, aniline.....value hk. tls.	5,401,820	3,042,917
Indigo, artificial.....piculs.	319,576	18,795
Paints and paint oil..... "	72,764	134,344
Electrical materials.....value hk. tls.	2,322,339	4,991,811
Flour.....piculs.	2,596,821	271,328
Gasoline, etc.....gallons.	465,577	2,174,748
India-rubber goods.....value hk. tls.	360,529	1,461,748
Machinery..... " " "	4,650,001	14,100,439
Milk, condensed..... { dozens.	483,720	402,326
{ piculs.	.....	22,105
Kerosene oil.....gallons.	183,984,052	199,309,753
Lubricating oil..... "	2,449,586	5,915,435
Paper.....value hk. tls.	7,169,255	10,212,652
Railway materials..... " " "	4,317,694	3,883,239
Soap and soap-making materials..... " " "	2,684,511	3,329,426
Timber—soft wood.....sq. ft.	164,847,623	123,376,499
Locomotives and tenders.....value hk. tls.	768,628	10,296,347
Railway cars and wagons..... " " "	1,193,823	4,833,224
Motor cars and lorries..... " " "	485,182	2,158,998
Bicycles..... " " "	128,957	168,644
Beer and porter..... " " "	724,177	928,991
Postal parcels..... " " "	2,413,961	4,696,390

In respect to the falling off in the imports of dyes and artificial indigo, it is to be pointed out that these articles are not to be obtained in pre-war quantities; the same applies to wheat flour, which is still held at such a high cost as to be prohibitive to the Chinese consumer. Soft wood timber also shows a decrease on account of the extremely high cost prevailing during the year.

It is plainly to be seen that there are many articles enumerated here in the sale of which Canada might very successfully compete. As it is, we are furnishing a certain quantity, but in too many instances our quota is very small. Nevertheless our direct exports to China, which were almost negligible a few years ago, are annually increasing and now amount to a fairly respectable figure. This is an evidence that China has begun to occupy the attention of our manufacturers and exporters, and it is at last dawning upon our people that China is a country of possibilities, and that a market for Canadian goods does really exist here. This fact being once understood and acknowledged, it should not be difficult to carry on, and with the start already made, to expand and increase annually our trade with this wonderful market, for China is not a difficult market in which to sell goods. What is required is a clearer understanding of the country and its people, its position on the map, its requirements in foreign goods, and the products it has for sale. The activities of other nations and their wonderful success in placing their goods in this market should stimulate Canadian manufacturers to make the same efforts and to replace indifference and want of knowledge of this market with activity and a desire to be informed as to what China requires in the way of manufactured goods.

CHINESE EXPORTS.

For want of space this report does not deal with Chinese exports in detail. These are very important and valuable, and have increased within recent years to figures which very nearly balance those of the country's imports. This will be made the subject of a separate report at a later date. Canada's trade with China will also be reviewed at another time.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in Western Division and at Public Elevators in the East; also U.S. Atlantic Seaboard Ports.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending October 29, 1920.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C. P. R.	1,558,764	260,216	133,107	.....	81,425	2,033,512
Empire Elevator Co.	Now Oper	ating unde	r a Privat	e Termina	l Elevator	License.
Consolidated Elevator Co.	1,261,283	47,648	9,666	43,624	564	1,362,785
Ogilvie Flour Mills Co.	839,19	68,103	98,514	.....	20,294	1,026,030
Western Terminal Elevator Co.	1,010,668	109,503	18,975	63,522	12,309	1,214,977
G. T. Pacific	638,306	192,524	36,734	26,025	14,638	908,227
Grain Growers' Grain Co.	1,168,342	636,191	175,230	.....	49,515	2,029,278
Fort William Elevator Co.	618,666	230,256	47,171	49,852	37,620	983,565
Eastern Terminal Elevator Co.	Now Oper	ating unde	r a Privat	e Termina	l Elevator	License.
Northwestern Elevator Co.	551,523	34,166	21,370	44	* 29	607,074
Port Arthur—						
Port Arthur Elevator Co.	1,961,836	523,722	209,730	219	39,722	2,735,229
Sask. Co-op. Elevator Co.	1,898,434	143,417	27,334	78,955	16,691	2,164,831
Canadian Government Elevator.	274,835	221,131	35,721	216,073	25,010	772,770
Thunder Bay	Now Oper	ating unde	r a Privat	e Termina	l Elevator	License.
Davidson and Smith	9,604	1,255	* 15	.....	201	11,045
Eastern—Richardson	.....	.....	.....	.....	.....	.....
Total Public Terminal Elevators.	11,791,380	2,468,132	813,537	478,314	297,960	15,849,323
Total Private Terminal Elevators.	1,639,926	667,072	86,109	109,565	33,000	2,535,672
Saskatoon Can. Govt. Elevator.	20,534	5,656	181	1,654	.....	28,025
Moosejaw Can. Govt. Elevator.	155,152	77,789	.....	1,302	4,257	238,500
Calgary Can. Govt. Elevator.	99,704	150,439	6,064	29	6,020	262,238
North Transcona C. P. R.	1,742	594	.....	.....	.....	2,336
Total Interior Terminal Elevators.	277,132	234,478	6,245	2,985	10,259	531,099
Depot Harbour		None in	Store.			
Midland—						
Aberdeen Elevator Co.	206,882	.....	.....	.....	.....	206,882
Midland Elevator Co.	26,622	.....	.....	.....	.....	26,622
Tiffin, G.T.P.	240,827	.....	39,885	.....	.....	280,712
Port McNicoll	204,741	146,038	.....	.....	.....	350,799
Collingwood	.....	.....	.....	.....	.....	.....
Goderich—						
Elevator and Transit Co.	42,570	15,071	6,046	.....	.....	63,687
West. Can. Flour Mills Co., Ltd.	88,891	.....	.....	.....	.....	88,891
Toronto—						
Campbell Flour Mills Co.	31,595	8,238	4,535	.....	.....	44,368
Kingston—						
Montreal Transportation Co.	.....	.....	.....	.....	.....	.....
Commercial Elevator Co.	5,640	14,773	1,984	.....	.....	22,397
Port Colborne Dom. Govt. Elevator.	782,274	.....	79,813	.....	.....	862,087
" Maple Leaf Milling Co., Ltd.			Not	Reported		
Prescott	.....	.....	.....	.....	.....	.....
Montreal—						
Harbour Commissioners Nos. 1 & 2.	2,359,725	363,708	246,246	.....	.....	2,969,679
Montreal Warehousing Co.	649,906	86,602	95,172	.....	.....	831,680
Ogilvie Flour Mills Co.	163,457	.....	4,987	.....	.....	168,444
Quebec Harbour Commissioners.	2,629	3,926	.....	.....	.....	6,555
West St. John, N.B., C.P.R.			None in S	tore.		
St. John, N.B., Can. Nat. Rys.			"	"		
Halifax, N.S., " "			"	"		
Total Public Elevators.	4,805,759	638,356	478,668			5,922,783
Country Elevators	15,597,083	5,548,346	881,025	828,944		22,855,398
U.S. Atlantic Seaboard Ports—						
Portland, Maine			Not Op	erating.		
Baltimore, Maryland	401,614	.....	.....	.....	33,827	435,441
Total U.S. Atlantic Seaboard Ports.	401,614	.....	.....	.....	33,827	435,441
Total quantity in store.	34,512,894	9,556,384	2,265,584	1,419,808	375,046	48,129,716

*Overshipped

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Public Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East, for the week ending October 29, 1920.

Grades.	Account Imperial Government	Public Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard		23,438	6,967		30,405
No. 1 Northern		6,002,423	121,823	2,475,407	8,599,653
No. 2 "		2,829,756	62,868	1,455,615	4,348,239
No. 3 "		1,871,055	24,177	268,656	2,163,888
No. 4 Wheat		418,892	4,161	117,387	540,440
No. 5 "		47,608			47,608
No. 6 "		12,332			12,332
Other		585,876	57,136	488,694	1,131,706
Totals		11,791,380	277,132	4,805,759	16,874,271
Oats—					
No. 1 C.W					
No. 2 "		536,128	98,464	163,905	798,497
No. 3 "		807,951	61,287	178,325	1,047,563
Ex. No. 1 Feed		41,559	10,486	1,882	53,927
No. 1 Feed		203,652	16,232	7,715	227,599
No. 2 "		482,285	2,704	52,356	537,345
Other		396,557	45,305	234,173	676,035
Totals		2,468,132	234,478	638,356	3,340,966
Barley—					
No. 3 extra C.W		1,927		4,987	6,914
No. 3 C.W		212,486	181	304,564	517,231
No. 4 "		199,973	2,556	49,221	251,750
Feed		140,486	390	13,460	154,336
Rejected		159,157		82,681	241,838
Other		99,508	3,118	23,755	126,381
Totals		813,537	6,245	478,668	1,298,450
Flax—					
No. 1 Northwestern Canada		320,459	1,330		321,789
No. 2 C.W		85,549	1,056		86,605
No. 3 "		42,822	124		42,946
Rejected			475		475
Other		29,484			29,484
Totals		478,314	2,985		481,299
Rye—					
No. 1 C.W		125,954	5,920		131,874
No. 2 "		117,905	4,244		122,149
No. 3 "					
No Grade		3,479			3,479
Rejected		11,083	19		11,102
Other		39,539	76		39,615
Totals		297,960	10,259		308,219
Total quantity in store		15,849,323	531,099	5,922,783	22,303,205

PREMIER MASSEY OF NEW ZEALAND SAYS COUNTRY IS PROSPEROUS, AND FINANCIAL CONDITIONS SOUND.

Canadian Government Trade Commissioner W. A. Beddoe, Auckland, New Zealand, cables as follows under date of November 2: Prime Minister Massey said to-day: "The financial affairs of New Zealand were never in a sounder condition than at the present time. Trade is good, money is pentiful, and the country prosperous."

Quantity of Canadian Wheat and other Grain in store at Public Terminal Elevators, Private Terminal Elevators, Interior Terminal Elevators, Country Elevators, U.S. Atlantic Seaboard Ports and Public Elevators in the East, on October 29, 1920, with comparisons for five years.

—	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
October 29, 1920—			
Public Terminal Elevators	11,791,380	4,057,943	15,849,323
Private " "	1,639,926	895,746	2,535,672
Interior " "	277,132	253,967	531,099
Country Elevators	15,597,083	7,258,315	22,855,398
U.S. Atlantic Seaboard Ports	401,614	33,827	435,441
Public Elevators in the East	4,805,759	1,117,024	5,922,783
Total	34,512,894	13,616,822	48,129,716
October 31, 1919—			
Public Terminal Elevators	3,760,059	4,065,589	7,825,648
Interior " "	1,344,778	406,377	1,751,155
Public Elevators in the East	11,687,552	2,044,514	13,732,066
Total	16,792,389	6,516,480	23,308,869
November 1, 1918—			
Public Terminal Elevators	11,712,636	4,048,149	15,760,785
Interior " "	2,390,942	526,834	2,917,776
Public Elevators in the East	5,146,828	1,025,612	6,172,440
Total	19,250,406	5,600,595	24,851,001
November 2, 1917—			
Public Terminal Elevators	4,581,406	5,564,464	10,145,870
Interior " "	363,695	254,509	618,204
Public Elevators in the East	9,592,189	843,171	10,435,360
Total	14,537,290	6,662,144	21,199,434
November 3, 1916—			
Public Terminal Elevators	9,850,280	5,820,803	15,671,083
Interior " "	353,024	83,184	436,208
Public Elevators in the East	6,393,347	9,048,655	15,442,002
Total	16,596,651	14,952,642	31,549,293
November 5, 1915—			
Public Terminal Elevators	16,870,762	4,026,538	20,897,300
Interior " "	175,304	59,098	234,402
Public Elevators in the East	5,353,373	1,529,130	6,882,503
Total	22,399,439	5,614,766	28,014,205

TIGHT CONTAINERS FOR CHINESE EXPORT.

The demand in China for tight cooperage containers will undoubtedly increase with the increased production and the exportation of such commodities as oils, lard, wine, and egg products. According to the *World Salesman*, the bulk of such containers used in the Hankow district comes chiefly from the United States, there being but one foreign cask factory in Hankow, which obtains the oak and iron hoops used from Japan and the glue from the United States.

Receipts and Shipments of the different kinds of Canadian Grain at the Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in the Western Division, and Public Elevators in the East; also U.S. Atlantic Seaboard Ports for the week ending October 29, 1920.

		Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Public Terminal Elevators.								
Receipts	Rail	4,965,895	862,179	276,411	111,660	97,757	.....	6,313,902
Shipments	Vessel	3,816,221	314,753	220,630	15,224	49,717	.....	4,416,545
	Rail	57,065	215,130	38,189	20,463	.....	.....	330,847
Private Terminal Elevators.								
Receipts	Rail	2,926,726	427,757	117,782	21,796	24,931	.....	3,518,992
Shipments	Vessel	2,896,252	371,721	41,458	.....	.....	.....	3,309,431
	Rail	216,151	169,523	90,757	.....	4,262	.....	480,693
Interior Terminal Elevators.								
Receipts	Rail	52,347	73,564	.....	.....	.....	.....	125,911
Shipments	Rail	23,521	9,702	2,995	1,429	1,140	.....	38,787
Country Elevators, West Division.								
Receipts	Rail	8,793,529	2,268,288	416,976	384,525	.....	.....	11,863,318
Shipments	Rail	7,711,259	1,595,304	371,330	138,101	.....	.....	9,815,994
Public Elevators in the East.								
Georgian Bay Ports.								
Receipts	Vessel	884,622	427,482	129,167	.....	69,714	.....	1,510,985
Shipments	Rail	914,901	420,242	194,163	.....	69,714	.....	1,599,020
Lower Lake Ports.								
Receipts	Vessel	671,070	35,315	80,500	.....	.....	.....	786,885
	Rail	30,730	2,160	.....	.....	.....	.....	32,890
Shipments	Vessel	566,419	30,007	.....	.....	.....	.....	596,426
	Rail	25,514	11,800	4,398	.....	.....	.....	41,712
St. Lawrence Ports.								
Receipts	Vessel	119,161	46,449	163,801	.....	.....	.....	329,411
	Rail	340,931	352,379	154,268	.....	.....	.....	847,578
Shipments	Vessel	907,799	206,325	239,614	.....	.....	.....	1,353,738
	Rail	815,130	135,295	31,230	7,256	.....	.....	988,911
Seaboard Ports.								
Receipts	Rail	.....	.....	.....	.....	.....	.....	.....
Shipments	Vessel	.....	.....	.....	.....	.....	.....	.....
Total, Public Elevators in the East.								
Receipts	Vessel	1,674,853	509,246	373,468	.....	69,714	.....	2,627,281
	Rail	371,661	354,539	154,268	.....	.....	.....	880,468
Shipments	Vessel	1,474,218	236,332	239,614	.....	.....	.....	1,950,164
	Rail	1,755,545	567,337	229,791	7,256	69,714	.....	2,629,643
U.S. Atlantic Seaboard Ports.								
Receipts	Rail	240,613	.....	.....	.....	10,006	.....	250,619
Shipments	Vessel	156,719	.....	.....	.....	1,068	.....	157,787

Quantities of United States Grain in Store, Received and Shipped at the Public Elevators in the East for the week ending October 29, 1920, in comparison with the same period last year.

	Wheat.	Oats.	Barley.	Rye.	Corn.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Depot Harbour Elevator		168,865			683,286	852,151
Midland Elevator Co	372,486					372,486
Pt. McNicoll, C.P.R				83,102	84,018	167,120
Goderich Elevator and Transit Co					79,904	79,904
Montreal Harbour Commissioners 1 and 2	32,392		1,336	4,672	126,468	164,868
Quebec Harbour Commissioners Elevator					2,697	2,697
Quebec Harbour Commissioners Elevators				*	34,148	34,148
Midland, Aberdeen Elev					50,471	50,471
Totals	404,878	168,865	1,336	87,774	1,060,992	1,723,845
Same period last year	110,501	2,536		292,454	1,014	406,505

Georgian Bay Ports.

	Receipts.		Shipments.	
	Water	Rail	Water	Rail
	Bush.	Bush.	Bush.	Bush.
Wheat	175,988			
Oats	142,943			62,640
Rye	54,883			248,970
Corn	164,375			139,015

St. Lawrence Ports.

Wheat			29,622	
Corn	66,872			20,374
Corn				* 2,000

*Argentina Grain.

FRENCH PROHIBITION ON IMPORTATION OF NEWSPRINT PAPER.

A cable from Commercial Attaché W. C. Huntington, Paris, in the *United States Commerce Reports*, announces that a French decree of October 23, 1920, published in the *Journal Officiel* for October 24, prohibits the importation into France and Algeria of paper on spools except under license from the Minister of Finance. The prohibition refers principally to newsprint paper and is effective from November 1.

Preliminary Statement of Grains ground and Products produced therefrom in Eastern Canada, Western Canada, together with amount for the Dominion of Canada for the month of September, 1920.

Grain.	Eastern Division. Quantity of bushels ground during month.			Western Division. Quantity of bushels ground during month.			Dominion of Canada. Quantity of bushels ground during month.		
	Merchant.	Customs or Exchange.	On Hand.	Merchant.	Customs or Exchange.	On Hand.	Merchant.	Customs or Exchange.	On Hand.
Wheat	465,468	158,240	376,789	1,484,853	23,107	638,273	1,950,321	181,347	1,015,062
Oats	309,210	43,589	329,227	146,848	28,581	22,418	456,058	72,170	351,645
Barley	15,080	124,298	11,795	4,779	4,200	5,523	19,859	128,498	17,318
Rye	2,475	52	4,410	1,685	45	3,184	4,160	97	7,594
Corn	46,345	803	47,946			994	46,345	803	48,940
Buckwheat	940	3,551	224				940	3,551	224
Peas	2,787	1,187	3,084				2,787	1,187	3,084
Mixed Grains	12	300,147					12	300,147	

PRODUCTS GROUND.

Wheat Flour Standard.	Unit of Measure.	Quantity ground during month.		Total.
		Eastern Division.	Western Division.	
	Brls.			
Spring	196 lbs.	51,358	50,285	101,643
Winter	"	60,047		60,047
Blended	"	26,997	867	27,864
Total	"	138,402	51,152	189,554
Patents—				
Spring	"		215,323	215,323
Winter	"		45,804	45,804
Blended	"			
Total	"		261,127	261,127
Clears—				
Spring	"		35,760	35,760
Winter	"			
Blended	"	19		19
Total	"	19	35,760	35,779
Low Grade or Feed	"	5,314	5,707	11,021
Shorts and Middlings	Tons	6,752	11,203	17,955
Bran	"	3,962	9,344	13,306
Oat Meal	Lbs.	590,126	164,379	754,505
Rolled Oats	"	3,716,775	2,182,812	5,899,587
Barley—Pot and Pearl	"	83,724	102 915	186,639
Flour and Meal	"	414,801	127,267	542,068
Rye—Flour and Meal	"	37,280	60,018	97,298
Corn—Flour	"	29,246		29,246
Meal	"	1,106,258		1,106,258
Cracked	"	812,095		812,095
Buckwheat Flour	"	27,819		27,819
Peas—Meal	"	5,188		5,188
Split	"	135,000		135,000
Feed not otherwise specified	Tons	13,109	1,104	14,213

NEW INCORPORATIONS.

Dominion.

Aird & Son, Limited. Incorporators: Errol Malcolm McDougall, Gilbert Sutherland Stairs and Pierre François Casgrain, and others—all of Montreal. Capital $300,000, divided into 3,000 shares of $100 each. Chief place of business Montreal.

Landry Pulpwood Company, Limited. Incorporators: Alphonse Landry, senior; Joseph Alphonse Landry, junior; and Albert Landry, merchants of Quebec; and others. Capital $1,100,000, divided into 100,000 shares of $100 each. Chief place of business, Quebec.

Canadian Queen Manufacturing Company, Limited. Edmund Gardiner, manufacturer; William Horne Urquhart, merchant; and others—all of Vancouver. Capital $100,000, divided into 100,000 shares of $100 each. Chief place of business Vancouver.

Canadian Libbey-Owens Sheet Glass Company, Limited. Incorporators: Emerson Taylor Coatsworth and Kenneth Duncan McKenzie, barristers; and others —all of Toronto. Capital $1,680,000. Chief place of business Toronto.

Ormes Steamship Company, Limited. Incorporators: Richard Tuson Heneker and Henry Noel Chauvin, K.C.'s, of Montreal; and others. Capital $1,000,000, divided into 10,000 shares of $100 each. Chief place of business Montreal.

Cremerie de L'Economie, Limitée. Incorporators: Thomas Blanchet and Xavier Dion, and others—all of Montreal. Capital $100,000, divided into 10,000 shares of $10 each. Chief place of business Montreal.

George B. Meadows, Limited. Incorporators: George Bryan Meadows, Clifford Meadows and Charles Richard Isard, manufacturers; and others—all of Ontario. Capital $250,000, divided into 2,500 shares of $100 each. Chief place of business Toronto.

Samuel Hart & Co., Limited. Incorporators: Maurice Dugas, and others—all of Montreal. Capital $500,000, divided into 5,000 shares of $100 each. Chief place of business Montreal.

Ontario.

Mortimer and Richmond, Limited. Incorporators: Edward Mortimer and Charles Edmund Mortimer, engineers; John George Richmond, soap maker; and others—all of Hamilton. Capital $100,000, divided into 20,000 shares of $5 each. Chief place of business, Hamilton.

Manitoulin Oil Company, Limited. Incorporators: William Herbert Price, barrister-at-law; and others—all of Toronto. Capital $1,000,000, divided into 1,000,000 shares of $1 each. Chief place of business, Toronto.

Silica Granite Products Company, Limited. Incorporators: Alex. Robert Calder Smith, contractor; Lloyd Nelson Devine, sales manager; and others—all of Hamilton. Capital $200,000, divided into 200,000 shares of $1 each. Chief place of business, Hamilton.

Pulverman Tirometer Company of Canada, Limited. Incorporators: Samuel King and Oscar Heuman King, barristers-at-law; and others—all of Toronto. Capital $300,000, divided into 3,000 shares of $100 each. Chief place of business, Toronto.

See and Smith Motors, Limited. Incorporators: James Stanley Beatty; and others—all of Toronto. Capital $260,000, divided into 2,600 shares of $100 each. Chief place of business, Toronto.

Fairy Toys, Limited. Incorporators: Benjamin Luxenberg, barrister-at-law; and others—all of Toronto. Capital $40,000, divided into 40,000 shares of $1 each. Chief place of business, Toronto.

British Columbia.

Laminated Materials Company, Limited. Capital, $400,000. Registered office, New Westminster.

TENDERS INVITED.

Australia.

Melbourne, September 14, 1920.—Copies of tender forms and specifications have been received from Mr. D. H. Ross, Canadian Trade Commissioner, Melbourne, for equipment required by the Victorian Government Railway Department, Melbourne, and by the Postmaster General's Department, Melbourne. These tender forms and specifications (and three drawings) are open to inspection of interested Canadian manufacturers at the Department of Trade and Commerce, Ottawa (refer file No. 26137). Tenders, in conformity with the specifications, should be addressed respectively to the Secretary, Victorian Government Railways, Melbourne, Australia, and to the Deputy Postmaster General, Melbourne, Australia.

Particulars of the requirements are briefly outlined thus:—

VICTORIAN GOVERNMENT RAILWAY DEPARTMENT.

No.	Date of Closing.	Particulars.
33344.	December 1, 1920.	Supply and delivery of six (6) 7-ft. Radial High-speed Drilling Machines, with tools, gears and accessories, as specified.
33539.	December 1, 1920.	Supply and delivery of one (1) Plate Shearing Machine with tools, gears, and accessories, as specified.
33544.	December 1, 1920.	Supply and delivery of one (1) Cotton Serving Machine, as specified.
33351.	December 8, 1920.	Supply and delivery of five (5, Combination Turret Lathes with tools, gears and accessories, as specified.
33542.	December 8, 1920.	Supply and delivery of 4,600 Cast Steel Wheel Centres to drawing and as specified.
33545.	December 8, 1920	Supply and delivery of 4,800 Signal Roundels and Glasses to drawings and as specified.
33547.	December 8, 1920.	Manufacture, supply and delivery of 50 Three-position Polyphase Relays, as specified.
33608.	December 22, 1920.	Supply and delivery of one (1) Double Wheel Lathe, with tools and accessories, arranged for motor drive, as specified.
33550.	December 29, 1920.	Supply and delivery of two (2) Portable Plants for Tie Tamping, with tools and accessories, as specified.
33614.	January 5, 1921.	Supply and delivery of one Gap Lathe, motors, gears and accessories, as specified.
33616.	December 29, 1920.	Supply and delivery of one (1) Coil-winding Machine for winding traction motor field coils and small spools, with motor and accessories, as specified; or alternatively Coil-winding Machine for winding traction motor field coils, and Coil-winding Machine for winding small spools.
33609.	January 5, 1921.	Supply and delivery of Car Journal Lathe, with tools and accessories arranged for motor drive, as specified.
33419.	January 19, 1921.	Supply, delivery, erection, and testing or, alternatively, supply and delivery only, of Electric Furnace and Equipment, or, alternatively, supply and delivery of Equipment and Drawings for Electric Furnace, as specified.

POSTMASTER GENERAL'S DEPARMENT.

1653.	January 4, 1920.	Supply and delivery of 178 Common Battery Switchboards, as specified.

FOREIGN EXCHANGE QUOTATIONS FOR THE WEEK ENDING NOVEMBER 3.

The Foreign Exchange Department of the Bank of Montreal has furnished the following statement of the nominal closing quotations for all the principal exchanges for the week ending November 3. Those for the week ending October 27 are also given for the sake of comparison.

	Parity.		Week ending October 27, 1920.	Week ending November 3. 1920.
Britain.. .. ..£	1.00	$4.86	3.83	3.78
France .. ..Fr.	1.	.193	.070	.068
Italy.. .. ..Lira	1.	.193	.041	.040
Holland.. .. .. ..Florin	1.	.402	.336	.334
Belgium.. .. ..Fr.	1.	.193	.074	.073
Spain .. ..Pes.	1.	.193	.151	.152
Portugal .. ..Esc.	1.	1.08	.163	.156
Switzerland .. ..Fr.	1.	.193	.173	.172
Germany .. ..Mk.	1.	.238	.015	.014
Greece.. .. ..Dr.	1.	.193	.106	.101
Norway .. ..Kr.	1.	.268	.151	.148
Sweden.. .. ..Kr.	1.	.268	.216	.213
Denmark. .. ..Kr.	1.	.268	.151	.149
Japan.. .. ..Yen	1.	.498	.565	.561
India.. .. .. ₹R.	1.	.342	.381	.315
United States .. .. .. $	1.	1.00	1.$109\frac{1}{16}$	1.$105\frac{15}{16}$
Argentina.. .. .. ..Pes.	1.	.965	.881	.877
Brazil.. .. ..Mil.	1.	.546	.202	.193
Roumania.. .. .. .. Lei.	1.	.193	.018	.018

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "The Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa," or The Secretary of the Canadian Manufacturers' Association, Toronto, Montreal, Winnipeg, Amherst, N.S., and Vancouver, or The Secretary of the Board of Trade at Toronto, Hamilton, Kingston, Brandon, Halifax, Montreal, Quebec, St. John, Sherbrooke, Vancouver, Victoria, Winnipeg, Edmonton, Calgary, Moosejaw, Saskatoon, Sault Ste. Marie, Fort William, Port Arthur, Moncton, Regina, New Westminster, B.C., Sydney (Cape Breton), Guelph, Peterborough, Brantford, St. Mary's, Ont., Chambre de Commerce de Montreal, The London, Ont., Chamber of Commerce, The Stratford Chamber of Commerce, The Border Chamber of Commerce, Windsor, Ont., and Kitchener Manufacturers' Association.

Foodstuffs.

2292. **Oatmeal and rolled oats.**—A Belfast firm desire the addresses of the principal Canadian millers of rolled oats and oatmeal.

2293. **Wheat flour.**—An importer in Antwerp, who has orders for 10,000 tons of wheat flour, desires to receive offers from Canadian manufacturers for first and second grades c.i.f. Antwerp.

2294. **Canned fruit and fish.**—A Dutch firm are anxious to get in touch with Canadian exporters of canned fruit and fish.

Paper.

2295. **Paper felt.**—A Belfast importer writes: "There is a very big business done here in paper felt, and our felt manufacturers use a good deal of paper for this purpose. Prior to the war a large quantity of this paper came from Germany. Paper for this purpose must be made from rags. I would like to get in touch with Canadian manufacturers who could supply."

2296. **Paper.**—A manufacturers' agent in Barbados, in good standing, wishes to get in touch with a Canadian paper house supplying wrapping and printing paper. Would like to have samples and prices with weights and sizes, and to know if paper is packed in open sheets or rolls.

2297. **Newsprint.**—A firm of importers in Santiago de Chile, who have formerly been supplied from either the United States or Sweden, would prefer to obtain shipments from Canada, and desire to be brought into touch with Canadian manufacturers who can furnish regular shipments.

Metals, Machinery, and Hardware.

2298. **Spades, saws, forks, and rakes.**—A company in Switzerland are open to purchase spades, saws, axes, pitchforks, and rakes from Canadian manufacturers, and invite catalogues and prices.

2299. **Typewriting machines.**—A firm in Stockport, Lancashire, desire to take up agencies for the sale of high-class Canadian typewriting machines.

2300. **Foundry materials.**—A firm of manufacturers' agents in Barbados are desirous of representing a house supplying foundry materials, such as iron rods, etc. Good references.

2301. **Hardware.**—A sales agency in Barbados would like to secure the agency for small hardware of all kinds, also nails.

2302. **Cranes and lifting appliances.**—A Sydney engineering firm desire to hear from Canadian manufacturers who would supply cranes suitable for wharf work, general cargo and heavy lifts, handling of coal (grab or other system), stationary and portable cranes for contractors, dam construction, harbour work, handling of timber, railway construction work, etc., with a lifting capacity of two tons and upwards, and for electric and steam power.

2303. **Materials for Sebastopol.**—A trade agent in Sebastopol, Russia, desires to do direct business with Canadian firms manufacturing the following articles: (1) railway carriages, for passengers' use and load-trucks; (2) railway engines and parts for same; (3) agricultural machines and implements and spare parts; (4) telegraph and telephone wire (iron, brass and insulating wire). Prices—at the same time indicating mode of payment desired and naming the bank through which firms desire to conduct business—to be furnished.

2304. **Implements, etc., for Switzerland.**—A Swiss firm, with representatives travelling all over Switzerland and doing an extensive business in hand farming implements, edge tools, axes and saws, wish to get into communication with Canadian manufacturers who could supply these articles for export to Switzerland. Prior to 1914 supplies were obtained from German manufacturers.

2305. **Asbestos tape.**—An English company which is being formed wish to arrange for the purchase of regular supplies of asbestos-woven metallic three-ply tape, according to details in the possession of the Commercial Intelligence Branch of the Department of Trade and Commerce, and invite correspondence from actual Canadian manufacturers of the material. The sizes required are 1 inch by $\frac{3}{8}$ inch and 1 inch by $\frac{1}{2}$ inch, and the initial supply would be about 5,000 feet per month each size, but this quantity would probably increase fairly soon; no deliveries would be required before February or March of next year. The tape is "bonded" together in the weave that is an important item; three thicknesses merely solutioned or sewn together will

not serve the purpose desired. The number of feet per pound should be quoted. This is apt to vary with different makers. The quotation should be for delivery at a British port c.i.f. Samples of the tape are in the possession of the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

2306. **Asbestos.**—A firm in London, England, desire to be brought in touch with Canadian producers of asbestos. They indicate that there is a preference for Canadian products. Samples, analysis, and prices are wanted immediately.

2307. **Agencies in Melbourne.**—A manufacturers' agent in Melbourne, Australia, desires to obtain Canadian lines on a commission basis for Australia consisting of the following: ladies' and children's stockings, ladies' silk gloves, men's gloves (leather), yarn, cotton and woollen piece-goods, cotton webbing for the manufacture of suspenders, metal frames for ladies' handbags and purses.

2308. **Automotive supplies.**—A firm of manufacturers' agents in Barbados are open to represent a Canadian firm supplying a complete stock of automotive goods. Good references can be given.

2309. **Furniture.**—A sales agency in Barbados, with good references, desire to represent a Canadian firm supplying general household and office furniture.

2310. **Goods for Poland.**—An importer in Antwerp who has good trading connections with Poland desires to obtain the following articles from Canada: underclothing, gloves, socks, shoes (there is a good market for these), shovels, picks, forks, agricultural implements. If the houses offering are agreeable to the conditions of payment after the arrival of the merchandise (payment to be guaranteed by the Poolrische Kaufmannschaftsbank à Danzig), important business could be undertaken.

2311. **Hay and pollard.**—An agent in Barbados wishes to secure an agency for hay and pollard. Covers the West Indies and British Guiana.

PROPOSED SAILINGS FROM CANADIAN PORTS.*

Subject to change without notice.

From Quebec.

To Liverpool.—*Empress of Britain,* C.P.O.S. Line, about November 10; *Victorian,* C.P.O.S. Line, about November 20; *Empress of France,* C.P.O.S. Line, about November 30.

From Montreal.

To Liverpool.—*Megantic,* White Star-Dominion Line, about November 13; *Minnedosa,* C.P.O.S. Line, about November 20; *Metagama,* C.P.O.S. Line, about November 24.

To London.—*Venusia,* Cunard Line, about November 10; *Mottisfont,* C.P.O.S. Line, about November 12; *Canadian Rancher,* Canadian Government Merchant Marine, Ltd., about November 13; *Megantic,* White Star-Dominion Line, about November 13; *Grampian,* C.P.O.S. Line, about November 19; *Canadian Trapper,* Canadian Government Merchant Marine, Ltd., about November 29; *Holbrook,* C.P.O.S. Line, about November 27; *Dunbridge,* C.P.O.S. Line, about November 28; *Verentia,* Cunard Line, about November 30.

To Glasgow.—*Bolingbroke,* C.P.O.S. Line, about November 9; *Cabotia,* Cunard Line, about November 17; *Canadian Volunteer,* Canadian Government Merchant Marine, Ltd., about November 20; *Cassandra,* Anchor-Donaldson Line, about November 20; *Pretorian,* C.P.O.S. Line, about November 26.

To Southampton.—*Scandinavian,* C.P.O.S. Line, about November 13; *Sicilian,* C.P.O.S. Line, about November 24.

**These sailings are not complete, but are compiled from lists of prospective sailings supplied by shipping companies.*

To Plymouth.—*Kamarima*, Fracanda Line (Canada Steamship Lines, general agents), about November 15.

To Avonmouth.—*Bolingbroke*, C.P.O.S. Line, about November 9; *Montezuma*, C.P.O.S. Line, about November 23.

To Cardiff and Swansea.—*Canadian Voyageur*, Canadian Government Merchant Marine, Ltd., about November 20.

To Manchester.—*Manchester Brigade*, Manchester Liners, about November 12; *Manchester Hero*, Manchester Liners, about November 22.

To Dublin.—*Dunaff Head*, Head Line, about November 20.

To Belfast.—*Ramore Head*, Head Line, about November 8; *Melmore Head*, Head Line, about November 15.

To Hull.—*Maplemore*, Manchester Liners, about November 10.

To Leith.—*Cairndhu*, Thomson Line, about November 20.

To Antwerp.—*Scandinavian*, C.P.O.S. Line, about November 13; *Sicilian*, C.P.O.S. Line, about November 24; *Holbrook*, C.P.O.S. Line, about November 27.

To Rotterdam.—*Dunaff Head*, Head Line, about November 20.

To Hamburg.—*Dunaff Head*, Head Line, about November 20.

To Bordeaux.—*Mississippi*, Fracanda Line (Canada Steamship Lines, general agents), about November 25; *Georgie* (Canada Steamship Lines, general agents), about November 29.

To Havre.—*Scotian*, C.P.O.S. Line, about November 5; *Kamarima*, Fracanda Line (Canada Steamship Lines, Ltd., general agents), about November 15; *Grampian*, C.P.O.S. Line, about November 19.

To St. John's, Nfld.—*Canadian Sealer*, Canadian Government Merchant Marine, Ltd., about November 16; *Canadian Warrior*, Canadian Government Merchant Marine, Ltd., about November 20.

To Bilbao.—*Mississippi*, Fracanda Line (Canada Steamship Lines, general agents), about November 25; *Georgie* (Canada Steamship Lines, general agents), about November 29.

To Eastern and Far Eastern Ports.—*City of Melbourne*, Ellerman-Bucknalls, about November 11.

To South Africa.—*Kwarra*, Elder-Dempster Line, about November 10.

To Australasian Ports (Melbourne, Sydney, Auckland, Wellington, and Dunedin).—*Trevalgan*, New Zealand Shipping Co., Ltd., about November 15.

To Montevideo, Buenos Aires, and Rosario.—*Hydaspes*, Houston Line, about November 15.

To Rio de Janeiro, Montevideo, and Buenos Aires.—*Canadian Seigneur*, Canadian Government Merchant Marine, Ltd., about November 18.

To Santiago de Cuba and Kingston (Jamaica).—*Canadian Adventurer*, Canadian Government Merchant Marine, Ltd., about November 10.

From Halifax.

To British West Indies.—*Caraquet*, Royal Mail Steam Packet Company, about November 12.

To Liverpool.—*Canada*, White Star-Dominion Line, about December 5; *Megantic*, White Star-Dominion Line, about December 12; *Canadian Ranger*, Canadian Government Merchant Marine, Ltd., about December 8.

To London.—*Canadian Aviator*, Canadian Government Merchant Marine, Ltd., about December 1.

To Glasgow.—*Canadian Navigator*, Canadian Government Merchant Marine, Ltd., about December 4.

To Cardiff and Swansea.—*Canadian Otter*, Canadian Government Merchant Marine, Ltd., about December 18.

To Rio de Janeiro, Santos, Montevideo, Buenos Aires.—*Canadian Spinner,* Canadian Government Merchant Marine, Ltd., about December 20.

To Barbados, Trinidad and Demerara.—*Canadian Gunner,* Canadian Government Merchant Marine, Ltd., about November 27.

To St. John's, Newfoundland.—*Canadian Sealer,* Canadian Government Merchant Marine, Ltd., about December 17.

From St. John.

To Liverpool.—*Melita,* C.P.O.S. Line, about December 10; *Empress of Britain,* C.P.O.S. Line, about December 15.

To London.—*Canadian Runner,* Canadian Government Merchant Marine, Ltd., about December 4; *Corsican,* C.P.O.S. Line, about December 11.

To Santiago, Cuba and Kingston, Jamaica.—*Canadian Trader,* Canadian Government Merchant Marine, Ltd., about December 1.

To India via Mediterranean.—*Canadian Conqueror,* Canadian Government Merchant Marine, Ltd., about December 4.

To Havre.—*Corsican,* C.P.O.S. Line, about December 11.

To Southampton.—*Scandinavian,* C.P.O.S. Line, about December 21.

To Karachi, Bombay, Colombo, Madras, Rangoon, Calcutta, Singapore, Batavia and Soerabaya (via Mediterranean).—*Canadian Conqueror,* Canadian Government Merchant Marine, Ltd., and British India Steam Navigation Company, Ltd., joint service, about December 4.

From North Sydney.

To St. John's, Nfld.—*Sable I.,* Farquhar & Co., about November 13.

St. Pierre-Miquelon.—*Pro Patria,* Lacroix & Co., agents, November 17; December 1.

From Victoria.

To Yokohama, Kobe, Hong Kong, and Manila.—*Tyndareus,* Blue Funnel Line, about November 17.

From Vancouver, B.C.

To Australia and New Zealand.—*Niagara,* Canadian-Australasian Royal Mail Line, about November 15; *Waikemo,* Canadian-Australasian Royal Mail Line, about November 19; *Canadian Prospector,* Canadian Government Merchant Marine, Ltd., about November 20.

To Yokohama, Kobe, Hong Kong, and Manila.—*Tyndareus,* Blue Funnel Line, about November 10.

To Yokohama, Kobe, Nagasaki, Shanghai, Manila, and Hong Kong.—*Empress of Russia,* C.P.O.S. Line, about November 18; *Empress of Asia,* C.P.O.S. Line, about December 16.

To Yokohama, Kobe, Nagasaki, Shanghai, and Hong Kong.—*Monteagle,* C.P.O.S. Line, about November 27; *Empress of Japan,* C.P.O.S. Line, about December 7.

To Shanghai, Hong Kong, and Singapore.—*Esther Dollar,* Dollar Steamship Lines, about November 20; *Bessie Dollar,* early December.

To Yokohama, Moji and Hong Kong.—*Mattawa,* C.P.O.S. Line, about November 24; *Methven,* C.P.O.S. Line, about January 23.

CANADIAN BANK OF COMMERCE BRANCHES IN THE WEST INDIES AND SOUTH AMERICA.

The Canadian Bank of Commerce has just opened a branch in Kingston, Jamaica. A branch of the bank was opened in Havana, Cuba, on the 15th of March last and the bank has now also representatives in Port of Spain, Trinidad, and Rio de Janeiro, Brazil, with a view to opening branches at those points.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Belgium.

A. Stuart Bleakney, Canadian Government Trade Commissioner, 1 Rue de Florence, Brussels. *Cable Address, Canadian.*

Brazil.

Ernest Leonard McColl, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rut Goncalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

H. A. Chisholm, Canadian Government Trade Commissioner, 501 and 502, Teniente Rey 11, Havana. Casa de Corres—Apartado 1290. *Cable Address, Cantracom.*

France.

Hercule Barré, Canadian Government Trade Commissioner, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

George E. Shortt, Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, Via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; office 50-B Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Westminister House, Adderly street, Cape Town. *Cable Address, Cantracom.*

South Eastern Europe.

L. D. Wilgress, Canadian Government Trade Commissioner, c/o Canadian Government Trade Commissioner, Via Carlo Cattaneo 2, Milan. *Cable Address, Carc Canadian, Milan.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

G. B. Johnson, Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

W. C. Noxon, Director, Overseas Trade Branch of the Department of Trade and Commerce, 1 Regent Street, S.W. 1, Eng. *Cable Address, Canmission.*

United States.

John A. Cooper, Director Dominion Bureau of Information, 1463 Broadway, New York City.

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:
Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:
Valparaiso, British Consul General.

Colombia:
Bogota, British Consul General.

Ecuador:
Quito, British Consul General.
Guayaquil, British Consul.

Egypt:
Alexandria, British Consul General.

France:
Havre, British Consul General..
Marseilles, British Consul General.

India:
Calcutta. Director General of Commercial Intelligence.

Italy:
Genoa, British Consul General.
Milan, British Consul.

Mexico:
Mexico, British Consul General.

Netherlands:
Amsterdam, British Consul.

Panama:
Colon, British Consul.
Panama, British Vice-Consul.

Peru:
Lima, British Vice-Consul.

Portugal:
Lisbon, British Consul.

Spain:
Barcelona, British Consul General.
Madrid, British Consul.

Sweden:
Stockholm, British Consul.

Switzerland:
Geneva, British Consul.

Uruguay:
Monte Video, British Vice-Consul.

Venezuela:
Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 248 St. James Street, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows: H.M. Trade Commissioner: Post Office Box 683, Calcutta, for correspondence: Office address, Allahabad Bank Building, 6 Royal Exchange Place, Calcutta: that of the Commissioner for the Straits Settlements is: Mr. A. F. G. Anderson, H.M. Trade Commissioner, Signapore, Straits Settlements.

LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE DEPARTMENT OF TRADE AND COMMERCE.

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report re Mail Subsidies and Steamship Subventions.
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Report of the Canadian Economic Commission (Siberia), 1919.
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Russian Trade (1916).
Trade of South China (1919).
Trade with China and Japan (1914).
Trading with Spain (1920).
Timber Import Trade of Australia (1917).
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Toy Making in Canada (1916).
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

BUREAU OF STATISTICS PUBLICATIONS.

Annual Report of the Trade of Canada.
Annual Report on the Coal Trade of Canada (1918).
Annual Report on the Grain Trade of Canada.
Beet Sugar Industry (The), (1908).
Canada Year Book (The), (Annual).
Criminal Statistics (Annual).
Directory of the Chemical Industries in Canada (1919).
Monthly Bulletin of Agricultural Statistics.
Monthly Coal Statistics.
Monthly Cold Storage Statistics.
Monthly Report of the Trade of Canada.
Report of the Fifth Census of Canada:
- Vol. I. 1912, Areas and Population by Provinces, Districts and Sub-districts, with introductions, etc. (Out of print.)
- Vol. II, 1913, Religions, Origins, Birthplace, Citizenship etc.
- Vol. III, 1913, Manufactures, 1911.
- Vol. V, 1915, Forest, Fishery, Fur, etc.
- Vol. IV, 1914, Agriculture, 1911 (Out of print.)

Report on the Census of Industry, 1917:
- Part I. Agricultural Statistics.
- Part II. Dairy Factories.
- Part III. Fisheries.
- Part IV. Section I, Lumber, Lath, Shingles, etc.
- Part IV, Section II, Pulp and Paper.
- Other parts in preparation.

Report of Census of Prairie Provinces (Population and Agriculture), 1916.
Report of Conference on Vital Statistics, June, 1918.
Report of Postal Census of Manufactures, 1916.
Special Report on Foreign Born Population.

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VOL. XXIII. NOVEMBER 15, 1920 No. 876

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



View of São Paulo City, Brazil.

São Paulo, premier city of the leader State of the Brazilian Union, stands on the breezy uplands of the southern plateau; it is a busy, prosperous centre with the first modern civic equipment. Population 550,000.

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA
THOMAS MULVEY
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1920

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa. **Monday, November 15, 1920.** **No. 876**

DEMAND FOR BARYTES IN THE UNITED KINGDOM.

TRADE COMMISSIONER HARRISON WATSON.

London, October 27, 1920.—An investigation made upon behalf of a Nova Scotia correspondent wishing to ascertain the feasibility of shipping Canadian barytes to the United Kingdom has disclosed such considerable interest in the matter—because a dozen or more firms have expressed their willingness to handle Canadian barytes provided that the quality is suitable to the requirements of the market, and prices are competitive—that it appears useful to furnish some particulars of the present position in this country.

While there is a considerable production of barytes in the United Kingdom, and many deposits of good quality still undeveloped, there has always been a considerable importation of barytes, refined and ground, from abroad.

Previous to the war the chief source of supply was Germany, and resulting from the pre-eminence which that country had attained in the chemical industry, it was possible to lay down the article in the United Kingdom at prices against which the home refiner found it quite impossible to compete.

Just before the war, quantities imported averaged over 1,000,000 cwts. a year, and the following official import statistics for a typical year—1913—show that Belgium also supplied considerable quantities of the commodity:—

IMPORTS OF BARYTES IN 1913.

Country.	Quantity. Cwt.	Value.
Germany	805,559	£115,351
Netherlands	43,039	5,568
Belgium	218,350	25,360
United States	2,063	815
Other countries	23,634	3,282
	1,092,645	£150,376

During the war, as would be anticipated, there was a great falling off in the importations, until in 1917 and 1918 the quantities diminished to about 27,979 cwts. and 29,604 cwts. respectively, the bulk of which was supplied by Spain.

In the intervening years the United States supplied some 50,000 cwts. annually, and continued to make some small shipments in these two latter years.

In 1919, import trade revived, and it will be seen from the following table that receipts of barytes rose to 408,248 cwts., the trade being practically equally divided between Spain and the United States, although it is noteworthy that Germany recommenced operations with the delivery of 15,935 cwts., and similar quantities came in from Holland and Belgium:—

IMPORTS OF BARYTES IN 1919.

Country.	Quantity. Cwt.	Value.
Germany	15,935	£ 6,664
Netherlands	17,887	6,449
Belgium	19,773	7,862
Spain	177,136	89,201
United States	167,686	124,019
Other foreign countries	1,090	1,141
British possessions	8,741	6,550
	408,248	£241,896

Although home manufacturers, with the cutting off of German supplies, largely increased their output, and one manufacturer has recently opened up a large barytes mine in Ireland which it is claimed produces a quality equal to the best German, the home output is still far below the demand, and in the first nine months of this year the importation of ground barytes amounted to 460,061 cwts., or about 25 per cent more than in the corresponding period of 1919, and rather more than half the quantity imported up to that date in 1913.

PROSPECTS FOR CANADIAN BARYTES.

While the German trade has revived, it should be noted that the cost of production has increased enormously, and the prices now asked are so extremely high that British, Spanish, and American manufacturers find it possible to compete, and under the circumstances importers would equally welcome supplies from Canada.

To remove all possible misapprehension, it must, however, be emphasized that the demand is solely for the ground and refined article, and as far as can be ascertained, there is no opening whatever for crude and unground barytes.

While it has been proved that there are considerable deposits of barytes stated to be of high quality in the Maritime Provinces and other parts of Canada, development and production has so far been small, and as far as is known there has been no export of Canadian barytes to the United Kingdom.

Consequently, were the industry at present thoroughly developed, it is likely that shipments from a district so geographically adjacent as the Maritime Provinces might be expected to compete, although authorities here express the opinion that when the present abnormal prices decline, as they inevitably must do, they fear that the necessarily high cost of transportation upon so bulky an article must make it difficult for Canadian barytes to be laid down here at prices that can be profitable to shippers.

PRESENT PRICES OF BARYTES.

These prices obviously depend largely upon the analysis and quality of the barytes.

Under existing conditions, to name anything like fixed prices is a difficult matter, but German snow-white barytes, very finely ground, is now being offered at about £11 a ton c.i.f. United Kingdom, packed in free casks, and inferior grades at considerably less.

Spanish barytes, although quite equal to German in grinding and not very far behind in regard to colour, absorbs too much oil, and is therefore not of the same commercial value as German. Current quotations for Spanish approximate £10 a ton c.i.f. United Kingdom, free bags or casks.

The bulk of the home production is not up to continental standards in quality, and often an off-shade of white, or positively grey. Between £5 and £6 is suggested as present value of lower grades, but there are some very good qualities of English white barytes which are now being quoted at £8 10s. a ton delivered in free bags.

It is, however, safer to regard the other side of the picture, and to remember that the best quality of German white barytes before the war could be purchased at about £3 5s. a ton c.i.f. United Kingdom; so while a figure as high as £22 a ton was paid for Spanish and American early in 1919, the prospects are that with the drop in freight rates and the resumption of production approximating normal conditions, there must be a heavy reduction in values.

In the meantime, however, a number of firms whose names and addresses have been supplied to the Department of Trade and Commerce, express willingness to receive samples, analyses, and lowest quotations, preferably c.i.f. United Kingdom, for finely ground Canadian barytes, and their ability to dispose of considerable quantities if quality and prices are right.

See Trade Inquiries Nos. 2351-2362 on page 1474 of this number of the *Weekly Bulletin*.

ADVANCE IN CONTROLLED PRICE OF CANADIAN BACON IN THE UNITED KINGDOM.

Canadian Trade Commissioner Harrison Watson, London, cabled on November 9 that the importers' controlled selling price of Canadian bacon had been advanced to 225s. per cwt. as from November 8.

MAXIMUM PRICES FOR EGGS IN THE UNITED KINGDOM.

The British Food Controller on October 25 revoked the general license of March 20 last under which eggs were freed from control, and has issued an amended schedule of prices, the maximum retail price for fresh eggs being 6d. each. The effect of the order is to bring into force again the Eggs (Prices) Order, 1919, the following schedule being substituted for the previous one:—

Description of eggs.	First column. (Maximum wholesale price.) At the rate of per doz. s. d.	Second column. (Maximum retail price.) At the rate of per doz. s. d.
Fresh eggs	5 4	6 0
Imported fresh eggs	5 4	6 0
Preserved eggs	4 4	5 0
Chinese eggs	3 7	4 0
Small eggs	2 8	3 0

Ministry of Food, October 25, 1920.

SEED PRICES IN ENGLAND.

Under date November 9, Trade Commissioner Harrison Watson, London, England, cables as follows: "Seed values ex warehouse London, England, choice quality based on No. 2 Canadian grades, London funds, per 112 pounds, red clover 160 to 180 shillings, alsike unchanged, timothy unchanged."

This means that the value of red clover in London, England, is now 34·3 cents to 38·6 cents per pound, while the price of alsike remains at 42·9 cents to 47·1 cents per pound and the price of timothy remains at 13·9 cents to 15 cents per pound.

APPLE PRICES IN GREAT BRITAIN.

The following cablegrams have been received from the Canadian Fruit Trade Commissioner, Liverpool, England:—

Glasgow, November 3: 4,517 barrels, 2,164 boxes apples and 168 boxes pears Ontario and 7,000 boxes British Columbia apples ex ss. *Cassandra*. Ontario Snows No. 1 44s. to 61s. per barrel, No. 2 44s. to 60s., Domestic 38s., No. 3 35s.; Cranberry No. 1 47s. to 60s., No. 2 50s. to 58s., No. 3 40s. to 48s.; Stark No. 1 57s. to 58s., No. 2 42s. to 50s., No. 3 48s.; Blenheim No. 1 52s. to 63s., No. 2 48s. to 60s.; King No. 1 57s. to 64s., No. 2 50s. to 61s., Domestic 50s.; Gano No. 1 and No. 2 44s. to 64s.; Greening No. 1 52s. to 64s., slacks 40s. to 52s. Ontario boxes: McIntosh No. 1 20s., No. 2 18s. 6d.; Wealthy No. 1 18s. to 20s., No. 2 17s. to 18s.; King No. 1 19s., No. 2 19s. 3d., Domestic 19s.; Blenheim No. 1 and No. 2 18s.; Greening No. 1 18s., No. 2 15s.; Cranberry No. 1 17s. 6d., No. 2 16s. 6d.; Snow No. 1 23s., No. 2 20s. York Imperials 18s. 3d., Pewaukee No. 1 17s., Nonsuch No. 1 18s., Ontario No. 1 16s. Pears: Duchess 35s., Clairgeau 42s. British Columbia Cox Orange 22s. to 23s. per box, No. 2 22s.; McIntosh No. 1 21s. 6d. to 23s., No. 2 18s. 6d. to 20s.; King David No. 1 and No. 2 22s.; Wealthy No. 1 20s., No. 2 18s. to 19s.; Gravenstein 17s. 6d.; Idaho Jonathons 24s. per box. 10,000 barrels Scotians ex ss. *Galtymore*, principally Kings, which sold No. 1 45s to 56s., No. 2 37s. to 54s., Domestic 24s. to 44s., No. 3 28s. to 44s.; Fallawater No. 1 43s. to 46s., No. 2 40s. to 45s., Domestic 39s. to 40s.; Blenheim No. 1 39s. to 43s. 6d., No. 2 36s. to 41s., Domestic 37s. to 38s., No. 3 39s. Boxed Maine apples, Spitzenburg 22s. 6d.; Kings 18s. to 22s.; Baldwins 18s. to 22s. 6d; Greening 16s. 3d.; Ben Davis 18s.; barrels Maine Baldwins 60s. to 63s., slacks 40s.; Ben Davis ones and twos 50s. to 51s.; King No. 1 50s. to 56s., No. 2 43s. to 48s.

Liverpool, Nov. 4 and 5: 1,426 barrels Ontario apples ex ss. *Metagama*. Baldwin No. 1 tights 60s. to 64s., slacks 57s., No. 2 57s. to 60s.; Greening No. 1 54s. to 60s., No. 2 50s. to 54s., No. 3 slacks 42s.; King best No. 1 81s., others 63s. to 65s., No. 2 slacks 57s.; Pewaukee No. 1 slacks 48s.; Golden Russet No. 2 65s. to 72s.; Wagener No. 1 52s.; Baxter No. 1 67s; Snow slacks No. 1 60s. to 67s.; mixed varieties No. 1 58s. to 61s., No. 2 57s. to 61s.

London, Nov. 6: Scotians ex ss. *Sidlaw*, *Start Point* and *Holbrook*, Ribston No. 1 35s. to 45s., No. 2 35s. to 40s., Domestic 30s. to 35s., No. 3 26s. to 30s.; Blenheim No. 1 35s. to 45s., No. 2 30s. to 40s., Domestic 25s. to 30s., No. 3 20s. to 25s.; King No. 1 50s. to 55s., No. 2 40s. to 45s., Domestic 35s. to 40s.; Golden Russet No. 1 50s. to 60s., No. 2 50s. to 55s.; Wagener No. 1 35s. to 40s., No. 2 30s. to 35s., No. 3 28s.; Stark No. 1 and No. 2 40s. to 42s., Domestic 35s. to 40s.; Cox Orange No. 1 65s. to 75s. per half barrel, No. 2 50s., in boxes 35s. to 40s.; Scotians ex ss. *Kanawha*, Ribston No. 1 50s., No. 2 45s. to 47s.; King No. 1 50s. to 55s., No. 2 40s. to 50s.; Blenheim No. 1 50s., No. 2 45s.; Golden Russet No. 1 60s., No. 2 55s.; Cox Orange No. 1 75s. per half barrel, No. 2 50s. to 60s,; Greening No. 1 50s. to 55s.; Ontario No. 1 and No. 2 45s.

GERMAN INFLUENCE ON THE LONDON STOCK EXCHANGE.

The *London Times* of October 19, 1920, says in reference to a sudden decline in the dollar value of the pound sterling: "The market was remarkably steady in the circumstances. One prominent business man attributed the remarkable steadiness of markets generally to the absence of the German element. He recalled the fact that in times of stress before the war the Grman banks and the German firms on the Stock Exchange usually were the authors of any collapse in values. There is a great deal of truth in this assertion, for the German business element invariably were amongst the first to take precautionary measures in a crisis."

BRITISH EXPORT CREDIT SCHEME.

From the London Times, October 19, 1920.

It is common knowledge that the Export Credits Scheme, instituted by the Board of Trade last year, for the purpose of helping British manufacturers to sell goods to certain distressed countries and thus to give more employment, has fallen much below expectations. Of the 26 millions set aside for this scheme, only a trifling amount has been lent to the trading community, and it must be admitted that the latter have not been able to make as much use of it as they would have liked, owing to the restrictions made by the Department which administers the scheme. Now that the need for new markets for British goods is being increasingly felt, business men are showing more interest in securing a modification of the scheme so that it may be made more effective for the purpose for which it was invented.

BRAZIL AS A MARKET FOR CANADIAN EXPORTS.

Trade Commissioner G. B. Johnson.

III.

Trade Zone of the Port of Rio de Janeiro.

It will now be interesting to describe in some detail the business of the principal of Brazilian seaports and its sphere of commercial influence or tributary zone.

The city of Rio de Janeiro, Federal capital of Brazil, has a population of approximately 1,200,000 people. It is the centre of Brazilian social and political life, an important manufacturing city, and the largest shipping centre of the country, both for ocean-going and coastwise vessels. It is the most important point in Brazil for transhipment of imported and native products in redistribution by rail or coastwise vessels.

The harbour, one of the finest in the world, is some 15 miles long and 5 miles wide, deep enough for all ships, and practically land locked. Port facilities consist of 2¼ miles of modern quays equipped with electric steel cranes, modern warehouses, etc. There is also a floating dry dock capable of berthing ships of 20,000 tons.

Rio receives almost one-half of the imports for all Brazil and redistributes directly into trade territory composed of the States of Rio de Janeiro, Espirito Santo, and the greater part of Minas Geraes. The extreme western part of Minas is connected with Sao Paulo by railroad. The area and population of the "Rio Trade Zone," together with its status in the matter of primary education and schools, are shown by the following table:—

	Area. Sq. miles.	Population.	Primary schools, 1916.
Minas Geraes	3,594,471	5,064,858	1,865
Rio de Janeiro	26,627	1,446,193	434
City of Rio de Janeiro	.....	.....	302
Espirito Santo	17,308	434,512	163
Total	3,638,406	6,945,563	2,764

CLIMATE.

The climate of the region is mild and sub-tropical in temperature. In the states of Rio de Janeiro and Espirito Santo there is a hot coastal plain of varying width rising to the interior plateau. On the rolling uplands of Minas the climate is one of warm days and cool nights.

OCCUPATION OF PEOPLE.

The inhabitants of these states of Brazil tributary to Rio are employed principally in various phases of agricultural and pastoral industries, with some mining in Minas, lumbering in Espirito Santo, and constantly growing manufactures in the larger cities near the seacoast. The wage scale of the region is estimated at an average of $85 to $75 per month. It varies from the equivalent of 50 and 75 cents per day for inferior farm labour up to the comparatively high pay of skilled industrial operatives.

AGRICULTURAL PRODUCTS.

The region as a whole produces coffee, sugar cane, cotton, corn, beans, mandioca and rice. The state of Minas is a large producer of live stock, cattle, lard, jerked beef, hides, and dairy products. The states of Rio and Espirito Santo are important producers of sugar cane and coffee and both have developed during recent years an active lumbering trade.

MINING.

Minas Geraes is the richest state of Brazil in mineral deposits, which include gold, diamonds, manganese, mica, and other minerals; and what are said to be the richest and largest undeveloped iron ore deposits in the world. Copper and asbestos deposits exist in the states of Rio de Janeiro and Espirito Santo. Active mining has up to the present time been confined largely to diamonds, gold, and manganese. There have been small working of other deposits.

INDUSTRY.

Industrial statistics for the region for 1916 are given below. These statistics were compiled for taxation purposes, all industries not subject to taxes being excluded:—

	Factories.	Capital.	Product.	Employees.
Minas Geraes	531	$ 6,938,000	$ 8,229,000	9,600
Rio de Janeiro	207	21,549,000	14,500,000	13,700
City of Rio	670	42,497,000	55,982,000	35,500
E. Santo	4	75,000	145,000	90
	1,412	$71,059,000	$78,856,000	58,890

An important industrial revival has occurred in Brazil since the foregoing (1916) figures were compiled. More recent data is not yet available, but this region has been one of the foremost in industrial progress, particularly in the city of Rio, in eastern Minas Geraes, and in the State of Rio, and these statistics should be augmented at present, particularly as regards capital and production figures.

Manufacturing industries of the city of Rio include textile mills, shoe, hat, tobacco and furniture factories, breweries, saw-mills, foundries, and canned goods, leather goods, soap and perfumery, brick, nail and ironware factories. The state of Rio has textile mills, paper mills, match factories and sugar mills. Minas Geraes manufactures cotton goods, earthenware, and dairy products. Espirito Santo manufactures some cotton goods and produces hardwoods.

EXPORTS AND IMPORTS.

The buying and selling power of the region is best indicated by the following table of imports and exports. The State of Minas, the largest unit of the section, has no seacoast and no direct foreign trade, its business passing largely through the port

of Rio. In the same way the major part of the trade of the State of Rio de Janeiro passes through the port of Rio and not Nictheroy. Figures are given in $1,000.

Exports in Thousands of Dollars.

	1913.	1918.	1919.
Rio de Janeiro	38,721	68,872	87,045
Espirito Santo	6,503	3,351	11,929
	45,224	72,223	98,974

Imports in Thousands of Dollars.

	1913.	1918.	1919.
Rio de Janeiro	127,115	115,106	145,304
Espirito Santo	1,216	100	....
	128,331	115,206	145,304

Exports from this region to foreign countries and redistributed to other interior sections are chiefly through the port of Rio, which is the largest shipping point in Brazil for lards, hides, mandioca, manganese, and the second largest in chilled meat, tobacco, oils, beans, coffee and sugar.

SECONDARY PORTS.

There are four secondary ports of importance in this trade zone: Nictheroy, (population 87,000), across the bay from Rio, for all practical purposes a part of Rio and the terminal for railroads, running north to Espirito Santo; Victoria (population 20,000), capital of Espirito Santo, and an important coffee-shipping point serving north-eastern Minas and Espirito Santo. Cargoes of lumber and sugar also go out of this port. Its export business is direct with foreign markets to a large extent Imports were also direct prior to 1914; now, however, they come almost entirely through Rio, via coastwise vessels. Sao Joao da Barra (population 29,000), in the State of Rio, a coffee, lumber and sugar port having little direct trade with foreign markets; Pirapora (population 10,000), in Minas Geraes, a port on the Sao Francisco River, and a junction for the Central of Brazil Railway and river craft plying between that point and Joazeiro in Bahia, 1,000 miles to the northeast.

TRANSPORTATION.

The port of Rio is directly linked with its trade territory by two railroad systems, the Central of Brazil Railway (government line) and the Leopoldina Railway (private British enterprise). These systems maintain daily through trains on most of their branches, suburban service out of Rio, carry merchandise to the interior and return with native products for export or redistribution. Both serve rich agricultural and mineral lands, and haul into Rio the city's daily supply of fresh milk, eggs, vegetables and foods, as there is very little in the low flat lands which surround the port.

Coastwise vessels sailing on an average of three times per week make the small ports of the States of Rio and Espirito Santo, carrying freight and passengers. In the transportation of goods, heavy shipments are usually despatched coastwise when possible while light packages go by rail. Transportation into the interior of the trade zone is by rail, and from points along the railroad to the farms and villages by horseback, mule train and ox-carts.

RAILWAYS.

The Central Railway leaves Rio in a north westerly direction, crosses the Federal District and the State of Rio to Barra do Pirahy, a city of some 26,000 inhabitants.

an important railroad centre, being the eastern terminal of the South of Minas Railway system, and therefore a point of reshipment for commodities going to and from the south of Minas Geraes.

The Central separates into two main lines at this junction, one to the west, crossing a fertile farming country to the city of Sao Paulo, and the other distinguished as the "Linha do Centro," penetrating central Minas Geraes to Pirapora on the Sao Francisco river, some 650 miles north of Rio and 44 hours' journey by passenger train. The latter line passes through varied agricultural, mining and pastoral zones, producing fruits and fibres, milk and dairy products, coffee, rich mineral deposits, cattle and a stretch of semi-developed territory on the last lap to Pirapora.

The following are the more important cities served by the "Linha do Centro," and its several small branches, the population statistics covering both the city and the Municipio or county in which the former is located: Entre Rios (population 25,000 inhabitants), near fruit and fibre zone and a junction point with the Leopoldina Railway system. Business houses in this city redistribute merchandise into the dairy products country, and into the mining and coffee country of central and eastern Minas. Barbacena (population 53,000) situated near dairy products zone; Palmyra (population 15,000) coffee lands; Sete Lagoas (population 27,000), agricultural and cattle region; Sabarà (population 18,000), mining and commercial centre; Bello Horizonte (population 40,000), capital of the state of Minas Geraes and connecting point with the West of Minas Railway; Curvello (population 54,000), commercial centre of the cattle country and the last important station before reaching Pirapora. Branches of the main railway line connect up the mining centres of Ouro Preto and Diamantina, the latter having a population of 60,000 inhabitants some 150 miles from Rio, and the centre of the diamond district.

Returning to Barra do Pirahy and following the line of the Central Railway to Sao Paulo the following cities are served by the main lines and its branches, Barra Mansa (population 28,500), junction point with the West Minas Railway and situated in a farming section; Rezende (population 27,000), cattle and dairy products centre. At this point the railway passes into the State of Sao Paulo going through the city of Cruzeiro (population 15,000), a railroad and commercial centre where the head offices of the South of Minas Railway are located; and some half dozen other commercial towns including Jacarehy (population 25,000), and Taubate (population 42,000), cotton milling centres. The country along this route to Sao Paulo city is very productive of cereals and cattle.

PROSPECTIVE TRADE DEVELOPMENT BETWEEN CANADA AND BRAZIL.

Trade Commissioner G. B. Johnson writes under date of October 13 from Rio de Janeiro, Brazil, as follows:—

The following extracts from the *Monitor Mercantil,* the most important weekly commercial and financial journal of Brazil, in the Portuguese language, in its issue of October 19 will be of interest.

In an interview with the United Press, Mr. Eduardo Bordini, formerly Brazilian Consul in Montreal, affirmed that during next year will occur a great increase in trade between Brazil and Canada. "Up to the middle of 1919, trade between the two countries was of small dimensions. In the following months, however, because of the shipping facilities inaugurated by the ships of the Canadian Government Merchant Marine, and the Houston Line, and of the direct banking facilities established by the Royal Bank of Canada in Brazil, trade became voluminous. During the present year (1920) the requests for information at the Consulate multiplied. The attitude of the Canadian Government and of Canadian manufacturers was one of great sympathy.

"Canada," continued Mr. Bordini, "exports to Brazil all kinds of paper, cement, inks, rubber and electrical supplies, and imports from Brazil coffee, raw rubber and other products."

"Some time ago trade between the two countries passed through New York, but present conditions encourage direct trade. The Canadian Government Merchant Marine has four ships engaged in the Brazil service, with monthly departures. It has in anticipation a new line for the ports of northern Brazil, which will be put in service as soon as prospective trade warrants it. Brazilian commerce through Montreal approaches that with the great French port of Marseilles, and indeed probably exceeds it. In the last two months I have received many letters from business men regretting the removal of the Brazilian Consulate from Montreal to Halifax."

It may be noted that the Brazilian Vice-Consulate, under the direction of Mr. Frank W. Mills, still remains in being in Montreal, and all Brazilian consular business in Montreal will be attended to by him.

"We cannot let pass the opportunity of referring to the first anniversary of the establishment in this city (Rio de Janeiro) of the branch of the Royal Bank of Canada, which soon deserved the best consideration of our public, as it proved by the great sum of 40 thousand contos (about $10,000,000) in deposit, and 30 thousand contos (about $7,500,000) in commercial loans."

THE SUGAR FACTORIES IN ANTIGUA AND ST. KITTS.

By L. M. B. Meyers.

Barbados, October 7, 1920.—In a recent report on the working of Gunthorpe's sugar factory in the island of Antigua and the Basseterre factory in St Kitts for the season ending July, 1920, it was found that the former factory manufactured 10,632 tons of sugar from 93,793 tons of cane and the latter 9,978 tons of sugar from 86,732 tons of cane. The figures in both cases show an increase on the output for 1919 and 1918, but were not as high as the corresponding figures for 1917 and 1916. The important feature of the report is to the effect that the expression of sucrose from the cane by the mills in the two West Indian factories compares very favourably with the sugar factories in the island of Java, where very satisfactory results are always obtained, and where they have the advantage of the cane in that island being of lower fibre content than in Antigua and St. Kitts. The recovery of sucrose from the sucrose of the juice after expression by the mills was maintained at a good standard in both of the West Indian factories, being 91 per cent at Antigua, and at St. Kitts 91·8 per cent for the season. On comparing these figures with the sucrose recovery in the island of Java for 1919, it was found that there the recovery was only 88·8 per cent. The report concludes by stating that the recovery figures for the two factories have remained consistently high during the last few years and surpass the corresponding results of the work in the Java factories.

NEW CENTRAL FACTORY IN ST. KITTS.

In the above connection it should be of interest to note that a new co-operative sugar factory is about to be started in the island of St. Kitts, called "The St. Kitts (Capisterre) Co-operative Factory, Limited." The company has been registered in the Leeward islands with a nominal capital of £60,000, of which £47,500 has already been subscribed. The factory is designed to have a production of 5,000 tons of sugar, or its equivalent in syrup annually.

TRADE AND INDUSTRIES OF CZECHO-SLOVAKIA.

Trade Commissioner L. D. Wilgress.

II.

Progress Since the Armistice.

The preceding review of the natural resources, geographical situation and transport facilities of Czecho-Slovakia will serve to indicate the important rôle which the Republic will play in the economic readjustment and trade of the New Europe. It is therefore of interest to inquire into the progress which has been made by the Czecho-Slovaks in consolidating their country since its independence and in re-establishing their industries upon a peace footing.

THE CZECHO-SLOVAKS.

The majority of the inhabitants of Czecho-Slavakia belong to the Slav race. The Czechs and the Slovaks were included among the migration of Slav races, who



Na Prikopy, the Main Street of Prague.

in the early centuries of the Christian era crossed the Carpathians from the Russian steppes in search of warmer climates and owing to the pressure of Mongol hordes coming from the East. It is certain that the Czechs established themselves as early as the eighth century in what is now Bohemia, Moravia and Silesia, where they have maintained themselves in a compact block ever since. For a long period Bohemia was an independent kingdom with varying fortunes, the boundaries at one time extending from the Adriatic to the Baltic. In the fifteenth century a series of bitter

religious wars commenced, which culminated in 1620 in the defeat of the Bohemians, who had espoused the Protestant cause. The Czechs thus became completely under Austrian domination, from which they were at length freed by the Revolution of October, 1918.

The Slovaks are closely allied to the Czechs and there are only minor differences in the dialects spoken by these two branches of the Slav race. There are, however, important fundamental differences in character, which arise probably from different historical development. The Czechs are an aggressive, energetic and efficient race, while the Slovaks are a peaceful agricultural people with more of the true Slav characteristics than have the Czechs. The Slovaks first settled on the plains of Hungary, but with the coming of the Magyars they retired to the foothill valleys of the Carpathians. They have, therefore, been more under Magyar domination rather than under German, to which the Czechs have been subjected.

The Czechs and Slovaks availed themselves of the opportunity presented by the Great War to achieve their independence, and the movement which had been growing throughout the war finally culminated in the revolution of October 28, 1918, when the formation of Czecho-Slovakia as an independent state was proclaimed.

In the extreme east of Slovakia, in the territory known as sub-Carpathian Russia, there dwell Ruthenians or Little Russians, also of Slav race. These people were incorporated into the new state largely at their wish.

NON-SLAV MINORITY.

The principal non-Slav elements in the population of Czecho-Slovakia are the Germans, Hungarians or Magyars and the Jews. The Germans form a fairly compact fringe around the Czechs, being chiefly settled in the districts near the German border in western and northern Bohemia and Silesia. There are also scattered colonies of Germans throughout Bohemia and Moravia and in the principal towns. The Magyars are found in the towns and on the large estates in Slovakia and along the boundary with Hungary. The Jews comprise a part of the population of nearly all the important towns.

The following table shows the estimated number of the various races comprising the population of Czecho-Slovakia according to the Austro-Hungarian census of 1910:—

Czechs	6,299,237	Ruthenians	437,772
Slovaks	1,702,064	Jews	145,515
Germans	3,778,729	Poles	278,689
Magyars	1,084,447		

It is probable that these figures overestimate the German and Magyar elements in the population. The Czechs claim that the non-Slav minority number altogether about three millions. These national minorities are guaranteed full linguistic and civil rights, while the Ruthenians living in northeastern Slovakia will enjoy a certain measure of local autonomy.

GOVERNMENT.

Shortly after the formation of Czecho-Slovakia as an independent state, the leading political parties co-operated to form a national assembly, which elected Professor Masaryk the first President, appointed a coalition government and drew up a provisional constitution. The executive power is vested in a president and a cabinet responsible to a national assembly or parliament. The present government represents a coalition of the leading socialist parties, although several ministers hold office by reason of their special qualifications rather than for their political views. The Czecho-Slovaks are a serious-minded and efficient people and these qualities have enabled them to accomplish in a relatively short period the political consolidation of

their state. They may be said to be among the most truly democratic nations of Europe; and this results largely from the absence of an aristocracy of Czech nationality, as well as from the inherent passion of the Slavs for equality. With regard to trade and industry the Czecho-Slovaks have also accomplished a great deal in the past year and a half towards reconstructing the economic fabric of their country.

ECONOMIC CONSOLIDATION.

The formation of Czecho-Slovakia as an independent state found the trade and industries confronted with very great difficulties. The break-up of the Austro-Hungarian Empire brought about a serious financial and currency crisis. The transport services were disorganized, and as a result of over four years of war and blockade the industries of the country were paralyzed for lack of raw materials. Decreased agricultural production owing to lack of fertilizers and other reasons had, moreover, caused a severe food shortage. The low exchange value of the crown prevented the country from importing necessary supplies of raw materials and foodstuffs. The first problem confronting the Government was therefore the unification of the currency and the stabilization of the financial position of the country.

UNIFICATION OF THE CURRENCY.

The first step towards the reform of the currency was the stamping of the notes of the Austro-Hungarian bank circulating in Czecho-Slovakian territory to a total amount of 9,500,000,000 crowns. The stamping of the notes was undertaken during the spring of 1919 in accordance with the provisions of the Peace Treaties. A total of 1,500,000,000 crowns of notes were withdrawn from circulation by means of a compulsory loan in connection with the stamping. A few months later the substitution of new Czecho-Slovak notes for the old Austro-Hungarian bank notes was commenced and new 100 and 5,000-crown notes were put into circulation. These were followed by new 1 and 2-crown notes and later 1,000-crown notes printed in the United States were introduced into circulation and the corresponding old notes withdrawn. In this manner the unification of the currency with notes printed on good paper is being achieved and new notes of other denominations will be circulated as soon as technical difficulties can be overcome. A Czecho-Slovak bank of issue is to be formed with an initial capital of 75,000,000 gold francs, half of the stock to belong to the state. A law has been passed which forbids the issue of any new bank-notes without corresponding security. Czecho-Slovakia may therefore be said to have gone a long way towards solving the currency problems, which have been common to all the states composing the former Austro-Hungarian Empire.

FINANCIAL POSITION OF THE STATE.

The budget for 1920 as submitted to the National Assembly enables a study to be made of the financial position of the Republic of Czecho-Slovakia after its existence for more than a year as a separate state. The Ministry of Finance has estimated the national wealth of Czecho-Slovakia at approximately 200,000,000,000 crowns. (Par value of the crown equal to 20·26 cents, present value about 2 cents.) Against this there must be offset a debt abroad amounting to 3,500,000,000 gold francs and an internal debt, which at the end of 1920 should amount to nearly 23,000,000,000 crowns.

The debts of the Republic abroad are made up as follows: 310,000,000 francs owing to France, being the expenses incurred by the Czecho-Slovak army in France and Siberia; 180,000,000 francs to Italy for army expenses in Italy, and 26,000,000 francs for the purchase of raw materials; approximately 650,000,000 francs to the United States, and 15,000,000 to Great Britain for expenses incurred by the purchase of food and other relief supplies; 1,200,000,000 francs is the share of the pre-war

debt of Austro-Hungary located in allied countries and which has been assumed by Czecho-Slovakia; while 750,000,000 francs are the contributions of the Republic of Czecho-Slovakia to the Allies in the conduct of the war, and known as the "Liberation Tax."

The internal debt at the end of the year 1919 amounted to a total of over 19,000,000,000 Czecho-Slovak crowns comprised as follows: 4,800,000,000 crowns of the old Austro-Hungarian bonds, which have become a liability of the Republic of Czecho-Slovakia; bank notes of the Austro-Hungarian bank amounting to 8,000,000,000 crowns; Liberty Loan of the Republic, 2,000,000,000 crowns; second loan, 1,000,000,000 crowns; loan from Czecho-Slovak banks, 1,800,000,000 crowns; and 1,500,000,000



An Industrial Suburb of Prague.

crowns for compulsory loan in connection with the stamping of bank notes. In addition to the above debts there are the war loans of the Austro-Hungarian Empire held in Czecho-Slovakia to the extent of about 8,000,000,000 crowns (Austrian). Although not bound to recognize these debts, the Czecho-Slovak Government, in order to prevent a financial crisis, has agreed in principle to the assumption of that portion of the war debt held in its territory at a percentage representing the difference in the values between Austrian and Czecho-Slovak crowns. At the present rate of exchange (3 to 1) this would mean that the total value of the war debt assumed by Czecho-Slovakia would amount approximately to 2,600,000,000 Czecho-Slovak crowns.

The year 1919 showed a budget deficit of 4,905,500,000 crowns. The preliminary estimates for 1920 gave a deficit of 2,665,405,147 crowns, but the Minister of Finance has recently announced that with the imposition of new taxes and increase of revenue from railways and posts and telegraphs, the budget for 1920 will balance with approximately 14,000,000,000 crowns on each side. A law has also been passed for what practically amounts to a levy on capital and which is expected to yield 12,000,000,000 crowns, which will be used for reducing the internal indebtedness.

IMPROVEMENT OF RAILWAY SERVICES.

The deficiency of transport facilities has been a serious handicap to the economic reconstruction of Czecho-Slovakia. There has been a shortage of locomotives and cars for the use of the Czecho-Slovak railways. Although a great improvement has

been effected in the past year and a half, there is still a need for more rolling stock. At present there are about 3,500 locomotives in the country, while the normal traffic requirements call for about 4,500. The number of passenger, mail and service cars in Czecho-Slovakia is estimated at 8,500 and the number of freight cars at 65,000, whereas a total of 140,000 passenger and freight cars is considered necessary for normal requirements. It is therefore considered necessary to increase within the shortest possible period the existing rolling stock by about 1,050 locomotives and 50,000 cars in order to secure the minimum number required for the efficient operation of the railways. The capacity of the shops in Czecho-Slovakia is said to be about 188 locomotives and 14,000 cars a year. Although the placing of further orders abroad for rolling stock is not considered likely, negotiations having this end in view have been reported with British and United States financiers.

Besides the deficiency of rolling stock the trade and industry of Czecho-Slovakia is hampered by the incompleteness of the railway system, which results from the new delimitation of boundaries. Czecho-Slovakia is a long narrow country, and the commercial policy of the Republic is to develop trade west and east. On the other hand the railways formerly comprised part of the Austrian or Hungarian systems and the main lines extended north to south in the direction of Vienna or Budapest. With a view to remedying these defects and to consolidating the railway system of the Republic, the Government has drawn up a five-year programme and the National Assembly has appropriated 6,481,050,000 crowns for this purpose. The programme includes the construction of 347 miles of new lines; the remodelling and re-equipping of shops, yards and stations; maintenance of right-of-way; repair and increase of rolling stock as indicated above, and the double tracking of certain important lines. The new lines to be constructed will be principally to provide a better connection between Slovakia and the western provinces. The Government hopes to receive financial assistance from foreign capitalists for the execution of these plans. The operation of the railways during 1919 showed a deficit amounting to 273,187,476 crowns, but this year, owing to the increased freight rates, a surplus is anticipated. The increased working efficiency of the railways as a result of the above improvements should bring about a corresponding increase in revenue every year.

RAW MATERIALS FOR INDUSTRIES.

Many of the principal industries of Czecho-Slovakia were practically paralysed at the end of the war for lack of raw material. The textile and leather factories were mostly compelled to shut down, owing to the extreme shortage of supplies of cotton, wool, flax and hides. The soda shortage seriously affected the glass, chemical and other industries. Even those factories which worked on domestic supplies of raw material, such as sugar beets, etc., were unable to produce on a normal basis on account of decreased supplies of raw material, shortage of coal, and the deficiency of transport facilities. The financial position of the country rendered very difficult the purchase from abroad of the necessary supplies of raw materials. The re-establishment of the industries of Czecho-Slovakia therefore depended largely upon Government control and assistance.

COTTON PURCHASES.

The greatest need was for raw cotton, of which there was an absolute lack in the country. Normally the mills of Czecho-Slovakia require about 600,000 bales of raw cotton a year, but it was estimated that about 125,000 bales would be necessary to put the cotton industry again in working state. The Czecho-Slovak cotton syndicate was formed by the Government in June, 1919. The first consignment of 28,069 bales of cotton commenced to be delivered in July. This was purchased from the United States on credit arranged by the Czecho-Slovak banks and the total amount, $6,700,000, was paid in January, 1920. The next consignment of 10,000 bales was

paid for with sugar. Up to May, 1920, a total of 125,000 bales had been ordered mostly on credit from eight months to a year. Payment is guaranteed by the cotton syndicate and a further guarantee is given by the leading Czecho-Slovak banks and the Government. The banks require that 50 per cent of the finished cotton product should go towards paying for the raw cotton. About 10,000,000 pounds of raw cotton have also been furnished from Switzerland, Italy and other countries, to be paid for with either yarn or finished goods produced from the raw cotton.

With the receipt of these supplies the cotton industry has been operating at about 20 per cent of the total capacity. It is hoped to secure about 500,000 bales of cotton during the next twelve months, which with increased output of coal will enable a normal production to be once more obtained. The announcement was recently made that an American concern had granted credit for the purchase of 300,000 bales of cotton.

WOOL AND FLAX.

The woollen industry was in a more favourable position at the end of the war as regards raw materials, there being fairly considerable stocks of wool and rags in the country. These stocks were taken over by the Woollen Syndicate and about 7,480,000 pounds of wool, 1,760,000 pounds of combed yarn and 8,800,000 pounds of rags, were distributed among the mills, enabling 15 per cent of capacity production to be maintained during 1919. Credits for the purchase of wool were also accorded towards the end of the year by foreign firms. The woollen mills have now commenced to export cloth, felt and clothing on a fairly considerable scale, and as the funds secured from the sale of these goods assure continued supplies of raw materials, production should increase and when a normal coal output is attained the industry should be able to operate at capacity.

During 1919 the linen industry was operating at less than 20 per cent of capacity, but with a crop of 12,760,000 pounds of flax for distribution this year the outlook is favourable and linen goods have commenced to be exported from Czecho-Slovakia. Arrangements have also been made for a shipment of flax from Germany.

OTHER RAW MATERIALS AND COAL.

After the textile industry the leather factories have been the most seriously affected by the shortage of raw materials. The leather industry depends upon the American hide market, while the glove industry has been restricted owing to difficulties of securing supplies of lamb skins. The other industries of Czecho-Slovakia are dependent chiefly upon domestic supplies of raw material. The glass industry has recently been able to resume production on a large scale as a result of a convention with Austria, whereby the latter undertakes to supply soda in exchange for coal. All of the Czecho-Slovak industries have been restricted by the falling off in the output of coal as compared with pre-war years. The 1919 production was only about 75 per cent of the normal as mentioned in a preceding section of this report. Lately there has been a great improvement in the coal position. The stimulation of coal production will have a beneficial effect on all industries, making possible a return to production on a pre-war basis and a surplus available for export.

DECREASED AGRICULTURAL PRODUCTION.

The difficulty of obtaining artificial fertilizers and the shortage of farm labour caused a decrease in the production of agricultural products during the war. Czecho-Slovakia has therefore had to import large supplies of foodstuffs, although normally the country should be self-supporting in respect of essential food supplies. The sugar industry has also been restricted by the diminished crops of sugar beets. The imports of foodstuffs from abroad have included wheat, flour, bacon, fats, meat, condensed

milk and canned meats, vegetables and fruits. Large quantities were purchased under credits accorded by the United States and Great Britain. The food supplies received from the former country in this way amount to a total value of $57,744,750, while foodstuffs were also comprised among the $10,000,000 worth of supplies obtained from the American Liquidation Commission. Great Britain accorded Czecho-Slovakia a credit of £304,116 for the purchase of relief supplies, including foodstuffs. Lately supplies of wheat and flour have been purchased against sugar by the government Ministry of Food Supplies. The shortage for the coming year is expected to be from fifteen to twenty million bushels of wheat or the equivalent in flour. The United States has sent 25,000 tons of flour to Czecho-Slovakia. The Government will confiscate at fixed prices the entire domestic crop of grain, leguminous vegetables and oleaginous seeds, including what is left over from the previous crop. Confiscation extends to foreign supplies as soon as they cross the boundary. The supplies thus confiscated will be distributed by the state Grain Board. Food rations are in force in Czecho-Slovakia and the regulations apply also to sugar in order to have as large a surplus as possible for bartering against imported supplies of wheat and flour and other foodstuffs.

Owing to the large number of live stock killed in Czecho-Slovakia during the war, there is a shortage of meat and milk products requiring importations from abroad. Condensed milk has been sent from Switzerland, and meat products from the United States. There is a good opening for Canadian firms to supply the Czecho-Slovak Ministry of Food Supplies with wheat, flour, bacon, meat and canned foodstuffs, except canned fish, against sugar or other Czecho-Slovak products.

OVER-STOCKING IN GERMAN SHOE INDUSTRY.

We hear, says *Kelly's Monthly Trade Review*, that all the footwear factories in Germany are for the time being over-stocked. The well-known footwear concern, Pirmarsens, which probably turns out 25 per cent of the total German output, recently reported that their stock now in hand was valued at 700,000,000 marks. To quote a commercial report, "Not only are the manufacturing plants over-stocked, but also the wholesale and retail dealers have large quantities of shoes on hand that they cannot get rid of. In view of these conditions the Ministry of Economic Affairs came to the conclusion that the first step toward relieving this situation would have to be to find new markets and new ways and means to sell surplus shoes. The customers which the Government, through the Emergency Shoe Supply Commission, will turn over to the manufacturers will consist of communities, community corporations (so-called konsumvereine), etc. The price to be paid for a pair of shoes is not to exceed 125 marks, with proportionate deductions for shoes of minor quality. The manufacturers on their part pledge themselves to resume production in proportion to the number of orders received. In this manner their stocks will be emptied of expensive shoes, and the latter replaced by cheaper shoes made under the new system.

This scheme undoubtedly will be of mutual advantage. The manufacturer will find a new market, the Government will be spared considerable expense, and the large (in the town of Pirmasens alone the present number of unemployed is reported at 6,000) number of men, at present thrown out of work, will be able to commence work again. More important than these considerations, however, is the point that in this way a future shortage on the market may be avoided.

ECONOMIC NOTES FROM ROUMANIA.

Trade Commissioner L. D. Wilgress.

Bucharest, October 12, 1920.—The trade situation in Roumania is unchanged from that outlined in previous reports. Exports are increasing, but the railway situation still precludes any return to the pre-war volume of exports. The chief exportable products from Roumania are petroleum products, corn, rye, beans, barley, flour, oats, millet and rape-seed. These products may be exported upon payment of the necessary export tax and commission. A large amount of business is being transacted on the basis of compensation, manufactured goods being given in exchange for Roumanian products. In spite of the revival of exports, the rate of exchange for Roumanian lei declined during the past month and the pound sterling is now quoted at around 185 lei and the United States dollar at around 53 lei. The import trade is still restricted by the low exchange value of the lei and the difficulties of internal transport.

Export of Cereals.

The extent to which Roumania is exporting cereals is illustrated by the table given below, which was supplied this office by the Director General of Statistics. This table shows the imports and exports of the principal cereals during the period from January 1 to August 31, 1920, as compared with the same period last year. The figures for the month of August, 1920, are also given separately. It will be noted that whereas the country was importing to a large extent in 1919, Roumania has once again become a cereal exporting country, although not yet on the same scale as before the war. It will also be seen that Roumania imported more wheat and flour during the above period of 1920 than was exported from the country.

Products.	August, 1920. Import.	Export.	Jan. 1-Aug. 31, 1920. Import.	Export.	Jan. 1-Aug. 31, 1919. Import.	Export.
	In kgs.		In kgs.		In kgs.	
Wheat	37,200	300	1,088,000	229,300	40,202,100	600
Wheat—flour	100	6,700	204,000	52,300	138,826,900	—
Rye	.....	1,924,400	52,100	1,924,400	2,105,300	—
Barley	.....	54,583,600	45,000	56,769,500	2,221,400	—
Oats	400	1,457,600	3,600	1,462,600	4,301,200	—
Corn	.....	56,487,700	8,537,100	106,664,800	2,989,100	—
Rice	.....	.....	7,963,600	1,600	2,250,100	—
Cotton	.....	.....	251,400	.....	500	—

One kilogramme=2·2 lbs.

The Oil Industry.

The production of crude petroleum in Roumania still remains more or less stationary at about 2,600 to 2,750 tons a day. The lack of electrical current owing to the breakdown of the station at Campina has unfavourably influenced the production. Drilling operations are hindered by the difficulty of transporting materials to the oil-fields. The greatest activity has been in the Buzau and Bacau districts. The total output of crude has been materially augmented by the flow from a well on the property of the Astra-Romana Company at Moreni, which has been giving from 400 to 500 tons a day.

The reorganization of the "Steaua Romana," the largest oil company in Roumania, which was formerly controlled by German interests, has recently been announced. A Roumanian-Franco-British group has been formed who have purchased 100,002 shares of the company, of which the French and English groups will each hold 24½ per cent and the Roumanian 51 per cent. It is the intention of the reorganized company to proceed actively with the development of the production of oil products on its properties. It is reported that the material necessary for at least one hundred wells has been ordered.

The monopoly of the distribution of oil within the country, which was granted to the recently organized Industire de Petrole Roumain (I.R.D.P.), has been revoked by the Government and in compensation the company has been granted 247 acres of state oil lands.

The following table shows the production of crude petroleum in Roumania during the six months from January to June, 1920, as compared with the same months of the preceding year:—

	1919 Tons.	1920 Tons.
January	86,556	70,028
February	80,143	66,354
March	102,406	79,957
April	95,764	90,735
May	94,984	78,446
June	79,539	79,957
Total	539,392	464,669

The activities of the principal oil-producing companies is best indicated by the following table taken from the *Moniteur de Petrole Roumain* and showing the quantity of crude petroleum produced on the property of each company during the month of July, 1920:

	Tons.		Tons.
Steaua Romana	14,419	Trajan Roum. Oil Co.	251
Astra Romana	30,137	Aquilla Franco Romana	540
Romana Americana	22,070	Colombia	—
Internationala	4,763	Romano-Belgiana	80
Concordia	2,430	Societe Francaise de Bordeni	33
Expl. Statului (Credit Minier)	1,590	I. F. Lucey	91
Petrol Block	799	Sphinx Petroleum Co.	21
Anglo-Roumanian Petroleum Co	198	Victoria	111

EXPORT OF OIL PRODUCTS.

The following table shows the export of petroleum products from Roumania during the first six months of 1920:—

Month.	Crude Petroleum. Tons.	Residues. Tons.	Kerosene. Tons.	Benzine. Tons.	Lubricating Oil. Tons.
January	3,500	749	6,487	1,549	—
February	.....	800	12,686	1,350	300
March	.....	620	3,251	765	300
April	.....	1,480	6,092	3,018	717
May	.....	4,452	9,351	3,986	107
June	.....	4,661	11,701	13,922	2,419
	3,500	12,824	49,571	24,594	3,833

Compared with the same period for 1919 the above figures show considerable increases, but are still far below the exports in pre-war years. The *Moniteur du Petrole Roumain* points out that the export during the first six months of 1920, as shown above, is about one-sixth of the quantity shipped during the same period of 1913. On the other hand, the total export of oil products during the first six months of 1919 was only 6,690 tons, or about 7½ per cent of the total quantity exported in the same period of 1920.

Comparing the exportation of oil products during the first six months of 1920 with the production of crude petroleum in the same period, it is seen that the proportion exported is considerably less than in pre-war years. Thus in the first six months of 1913, the last year of normal production, the output of crude petroleum was 962,892 tons and the exportation of oil products amounted to 548,077 tons, or approximately 60 per cent of the production. During the first six months of 1920, out of an output of 464,669 tons of crude only about 20 per cent was exported in the form

of various oil products. The principal reason for this smaller proportion of exports is not so much the demand for domestic use as the great lack of adequate means of transport both by land and sea. There have also been difficulties in connection with the working of the pipe lines.

The following table shows the principal countries of destination of the above exports:—

Country.	Crude Petroleum. Tons.	Residues. Tons.	Kerosene. Tons.	Benzine. Tons.	Lubricating Oil. Tons.
Great Britain	....	70	....	200	—
Austria	....	7,324	7,195	9,918	1,139
Bulgaria	....	1,019	1,715	60	679
Czecho-Slovakia	....	1,250	4,157	1,400	360
Egypt	....	511	27,507	....	—
Greece	....	....	....	38	—
Germany	....	499	....	13	500
Jugo-Slavia	....	9	1,941	3,297	606
Italy	3,500	314	2,855	6,616	244
Turkey	....	....	96	250	13
Hungary	....	824	3,003	2,299	300
Other countries	....	....	1,100	500	—
Total	3,500	12,824	49,571	24,594	3,833

The comparatively large shipment to Egypt was the result of a contract concluded on behalf of British interests by Lieut.-Col. Boyle, the Canadian, with the Roumanian Government through the Bureau d'export (Birex). Similarly the Standard Oil Company exported to Italy most of the oil which they contracted for with the Roumanian authorities. Outside of these two shipments it is seen the principal purchasers of Roumanian petroleum products have been the neighbouring countries of Austria, Czecho-Slovakia, Jugo-Slavia, Hungary and Bulgaria.

Of the total export 44,392 tons were shipped by the river Danube, 31,268 tons by sea through the port of Constantza and the remainder by rail. It is expected that in future there will be a larger proportion of shipments by tank steamers on the Black Sea.

PRESENT RATE OF EXPORT.

Exportation is at present being maintained at the rate of from 25,000 to 30,000 tons a month, the greater part being comprised of the oil contracted for several months ago by Colonel Boyle and the Standard Oil Company. Shipments by the Danube are restricted owing to low water, but are expected to increase with contracts to be executed for Czecho-Slavakia and Austria.

Orders for Locomotives.

Orders have been placed or are pending for the supply of several hundred new locomotives to Roumania. In view of the great deficiency of railway transport, this is considered the most urgent necessity of the country at the present time. The economic life of Roumania has been practically paralysed owing to the difficulties of transporting the exportable products. The first contract for new locomotives was placed last April with the Baldwin Locomotive Company of Philadelphia. The order called for 50 engines of the "Consolidation" type at a price of $65,000 each. Payment was to be effected in either dollars or oil products. The first lot of these locomotives is expected to shortly arrive in the country.

Another order was lately placed with Czecho-Slovakia for 80 new locomotives and the repair of 500 old engines. Five hundred are also to be repaired in Austria.

The representative of Canadian interests has also been in the country for several months negotiating for the supply of locomotives to Roumania.

Harbour Improvements.

The Roumanian authorities have concluded a contract with a local British firm for the repair and improvement of the dock facilities at the ports of Galatz and Braila on the river Danube. The amount involved is £100,000, and is payable in from three to five years' time. In addition new warehouses are to be constructed by the firm in question at the approximate cost of 1,500,000 lei. The name and address of the British firm in question may be obtained on application to the Department of Trade and Commerce, Ottawa. (Refer file No. T.C.-1-194).

Exchange of Goods with Austria.

The economic convention lately concluded between the Roumanian and Austrian Governments was reviewed in the report published in *Weekly Bulletin* No. 870. Further details have recently been made public regarding the goods which are to be exchanged between the two countries as follows:—

(*a*) Roumania will supply Austria with 125,000 tons of corn, 150,000 tons of barley, 2,000 pigs, 20,000,000 eggs, 48,000 tons crude petroleum, 72,000 tons of kerosene and other products.

(*b*) Austria will send in exchange iron and various articles of metal, vehicles, electrical apparatus, technical supplies, textiles, leather, paper, chemicals and wood products.

The convention also provides for the repair of 500 Roumanian locomotives by a certain works at Vienna.

It is stipulated that the payment for the goods to be exchanged should be figured either in lei or crowns on the basis of 6·40 crowns to one lei.

Distribution of Expropriated Land.

On September 19 the first act towards putting the peasants in possession of the land expropriated from the large proprietors was duly executed with appropriate ceremony. This may be regarded as the culmination of a series of agrarian reforms which have presented for over half a century the most difficult problem confronting the State.

All estates of over 247 acres have been expropriated and no single landowner may henceforth retain more than 1,235 acres in his possession. In this way about 5,000,000 acres have been expropriated and are to be divided up among the peasantry and agricultural workers in such a way that each will have at least 12 acres of land. The preliminary details having been completed, the distribution of the expropriated lands has now commenced.

Currency Reform.

The Roumanian Government has been proceeding energetically with the measures for unifying the currency as outlined in previous reports from this office. The redemption of the crown notes of the Austro-Hungarian Bank circulating on Roumanian territory was successfully concluded during the period September 1 to 11. The total amount of crowns declared was approximately 8,500,000,000. The Government therefore fixed the rate of redemption at one Roumanian lei for every two crowns declared. The State deducted 5 per cent on amounts over 100,000 crowns. The redemption was carried out by the National Bank of Roumania, which accorded the Government a loan for this purpose. The circulation of lei notes has consequently been increased by 4,250,000,000 lei.

REDEMPTION OF ROUBLES.

Upon the completion of the exchange of crown notes for lei, the Government took in hand the redemption of the rouble notes circulating in Bessarabia and other parts of the country. The holders of such notes declared the amount in their possession during the period September 15 to 20. The total amount so declared was 1,200,000,000 roubles. The period for exchanging these notes was fixed from September 28 to October 10. The rate of exchange first settled was one lei for one Romanoff rouble and thirty centimes (bani) for one Lvoff rouble. On amounts over 50,000 roubles 5 per cent was deducted for the benefit of the State. This rate of redemption caused considerable protest from Bessarabia. After deliberation with representatives from this province the rate was therefore amended for Bessarabia as follows:—

	Roubles Lvoff. Lei.	Roubles Romanoff. Lei.
Amounts from 1— 5,000	1.00	1.35
5—15,000	0.80	1.30
15—30,000	0.60	1.20
30—60,000	0.40	1.10

For amounts over 60,000 roubles the rates first fixed are taken as the basis for redemption.

The Government has decided to later accord a new term for exchanging crown and rouble notes for the benefit of those who have not been able, owing to force majeure to declare or exchange earlier the notes in their possession.

After the rouble notes have been disposed of, the unificationo of the currency will be completed by exchanging the lei notes of the Banque Generale Roumaine issued during the German occupation for notes of the National Bank of Roumania.

TRADE WITH HUNGARY.

Trade Commissioner L. D. Wilgress.

MANUFACTURING INDUSTRY.

The only other industries, besides agriculture, on the present territory of Hungary, which have contributed in the past to the export trade, are the flour milling and sugar industries. At Budapest there are fourteen flour mills which in 1913 ground 34,800,000 bushels of wheat, in addition to mills at other points throughout the wheat districts. Budapest has also extensive iron works, machine factories and textile mills, but in few of these lines is the domestic industry sufficient for the requirements of the country. The small towns in the Danube valley above Budapest also carry on a certain amount of manufacturing, but elsewhere, with the exception of the flour, spirit and sugar industries, manufacturing is unimportant. Of the former large Hungarian paper industry only one mill with an annual output of about 4,000 tons is retained within the present boundaries of Hungary. The same applies to the other industries utilizing forest products as raw material. For a large part of their requirements of manufactured articles the Hungarians will therefore have to rely on importations from other countries. The geographical proximity of the industrial countries of Central Europe—viz., Czecho-Slovakia, Austria, Germany and Switzerland—and the unrivalled facilities afforded by the Danube, will make these countries the natural source of supply for the greater part of the goods which Hungary will have to purchase from abroad. Central Europe has provided Hungary in the past with the bulk of her import requirements, hence the products of these countries are what the Hungarians have been accustomed to use. On the other hand there are certain lines of trade in which Western European and North American goods have the possibility of competing. These lines may present possible openings for Canada and are worthy of consideration.

PRE-WAR IMPORT TRADE.

The only statistics available relating to import trade are those covering the pre-war imports into the whole of the former territory of Hungary, which has nearly three times the area and population of the present state. The total value of the importations into former Hungary in 1913 was approximately $415,000,000, of which over 71 per cent was comprised of industrial products, 18 per cent agricultural and



Grain Elevator at Budapest.

forest products, and over 10 per cent mineral products. The import of the principal textile lines represented a value of over $90,000,000; leather and leather shoes, $25,200,000, and clothing, $10,800,000. The following are the values in round figures of the principal items of import in the year in question:—

Item of Import.	Value.	Item of import	Value.
Cotton and woollen tissues.	$58,800,000	Cotton yarn	4,000,000
Coal	16,400,000	Silk tissues	4,000,000
Leather	16,200,000	Furniture	4,000,000
Ironware	14,800,000	Agricultural machines	3,600,000
Shoes	9,200,000	Stationery	3,000,000
Ready-made clothes for men	6,400,000	Hats	2,800,000
Linenware	5,600,000	Rubber goods	2,400,000
Socks and stockings	5,200,000	Woollen yarn	1,800,000
Metalware (other than ironware)	4,600,000		

The greater part of the importations into Hungary are credited to Austria, but it is probable that a large quantity of the goods of other countries are included in the

total of imports from Austria, having been supplied to Hungary through the intermediary of Austrian houses. The values of the total imports from the principal countries, which supplied Hungary with goods in 1913, are as follows:—

Country of supply.	Value of total import in 1913.	Country of supply.	Value of total import in 1913.
Austria	$296,565,000	Italy	5,666,000
Germany	41,448,000	France	5,142,000
United States	9,359,000	Switzerland	2,074,000
Great Britain	8,061,000		

The total value of the importations from countries other than Austria and Bosnia and Herzegovina in 1913 was approximately $113,213,600. In view of the large importations credited to Austria, and the likelihood that goods of the other countries, mentioned above, are included in the total given, it is of interest to show the principal lines of import from Austria together with the total import in the year in question:—

Class of Goods.	Value of Import from Austria.	Value of Total Import.
Cotton tissues	$45,329,000	$46,257,000
Tissues of linen, hemp and jute	7,262,000	7,608,000
Woollen tissues	26,044,000	27,532,000
Silks	7,963,000	9,436,000
Clothing	22,848,000	23,540,000
Paper and paper articles	7,224,000	7,913,000
Leather	13,340,000	16,321,000
Leather goods	9,751,000	11,652,000
Articles of wood and celluloid, etc	6,524,000	7,828,000
Raw and semi-manufactured iron	6,621,000	8,299,000
Iron products	13,016,000	15,035,000
Other metal goods	7,973,000	12,691,000
Machines	12,370,000	19,809,000
Jewellery and articles of precious metals	4,250,000	7,054,000

The greater part of the import into Hungary from the United States in 1913 was comprised of raw cotton of a value of $3,141,000; copper of a value of $1,825,600; agricultural machines valued at $920,000; lubricating oil at $752,800; phosphates at $691,800; other machines and apparatus at $506,000; binder twine at $340,000; and leather goods at $204,200.

Great Britain supplied Hungary before the war chiefly with woollen tissues of a value in 1913 of $710,400; textile machines; steam engines, sewing machines; furs; steamships, etc. The importation from Germany comprised a large amount of machines and apparatus, iron and steel products, electrical apparatus, furs, leather goods, tools, books, motor cars, paper, musical instruments, woollen goods and the other products of German industry. The goods imported from the other countries mentioned also consisted of the typical products of the industries of these countries, such as jewellery, silks, wines and perfumes from France, and silks, watches and embroidered cotton goods from Switzerland.

IMPORT TRADE AFTER THE WAR.

The derangements to the trade and industry of Central Europe resulting from the war have been reflected in the import trade of Hungary since the armistice. The difficulties of securing raw material, the disorganization of industry generally, and the deficiency of transport, have prevented Austria and Germany from supplying Hungary with goods in the quantities which they shipped before and during the war. The industries of Czecho-Slovakia are rapidly becoming re-established on a peace basis and this country is beginning to supply Hungary with many of the manufactured articles required. Western European countries have commenced during the past year to take advantage of the opportunity resulting from the derangement of industry in Central Europe to introduce their products to the Hungarian market. The absence of exports and the exchange position prevent Hungary from paying cash

for the large amount of supplies required. The Italians and later on British and French firms, however, have been shipping goods to Hungary for sale on consignment, or on a basis of credit. In this way a large amount of woollen and cotton textiles and footwear has been sent from Italy, and English woollens and other clothing articles, as well as certain French goods, have appeared on the market. While statistics of the importations since the overthrow of the Bolshevik regime are not available, it may be stated that the volume of trade has not been large, having been comprised only of products, such as clothing articles, urgently required for satisfying the necessities of life and raw materials, and semi-manufactured products needed for the reconstruction of the economic life of the country.

IMPORT REGULATIONS.

The Hungarian Government enforces import regulations with a view to prohibiting the importation of all goods not urgently required or which can be produced within the country. An extensive list, appended to this report, has been compiled of the goods which can be imported into Hungary without restriction. For all other goods an import license must be obtained by the importer and this license is granted only upon proof that the goods in question are urgently required and cannot be obtained in Hungary.

WAVE POWER TRANSMISSION.

(Monthly Bulletin of Information, Department of Overseas Trade.)

One of the most important discoveries of the war was the invention of the Constantinesco synchronising gear for enabling machine guns to be fired between the blades of aeroplane propellers. This was effected by means of "wave power transmission," which practically amounts to a sixth method of transmitting energy from a prime mover to a machine. The working of this system is as follows:—

A pipe filled with water, or other elastic fluid, connects the compression ends of two pistons. If one of these pistons is used to compress the liquid adjacent to it, "wave of compression" will pass along the pipe until it reaches the second piston, which, on the compression of the fluid, will travel the length of the "wave." On piston No. 1 resuming its former position, a wave of expansion towards it is immediately created, which expansion is likewise transmitted through the medium until, the expansion being completed, piston No. 2 is permitted to return to its former position. Thus it is observed that a reciprocating movement of compression on one end of a column of fluid produces a similar motion at the other end, though the intervening column, as a whole, is not displaced. These "waves of power" travel at something like 4,800 feet per second. From these few details it can be seen that the system possesses great possibilities in the industrial world.

The discovery was made, and the system patented, early in the war, but it was immediately taken over by the Government and kept closely secret, so that development on the industrial side was entirely out of the question. Now, however, W. H. Dorman & Co., Ltd., of Stafford, have made great strides in its application, the outcome of which is that wave power rock drills and riveters (the first machines to which the system has been applied) are now on the market. It is claimed that these machines show a saving of 60 per cent to 80 per cent of power over similar ones driven by compressed air, which is the usual type at present in use, besides having greater efficiency and flexibility. As regards rock drills, it will be observed that no extra water supply is required for removing the cuttings, the system is absolutely safe, and also gives much quicker drilling. The company will undoubtedly be glad to receive any inquiries regarding this invention.

REVIEW OF AUSTRALIAN TRADE IN 1918-19.

Trade Commissioner D. H. Ross.

VI.

Statistical Details of Paper Imports.

The appended detailed schedules have been prepared to illustrate the total imports and sources of supply of all kinds of paper manufactures imported into Australia during the years 1917-18 and 1918-19:—

	Value. 1917-18.	Value. 1918-19.	– Decrease. +Increase.
Apple Wrapping Paper—			
From Norway	£ 131	£1,956	+£ 1,825
Sweden	1,076	301	– 775
United States	.....	52	+ 52
	£1,207	£2,309	+£ 1,102
Bags (not printed)—			
From United Kingdom	£ 423	£ 206	–£ 217
Japan	.....	339	+ 339
United States	5,039	5,345	+ 306
	£5,462	£5,890	+£ 428
Blotting—			
From United Kingdom	£ 6,751	£10,345	+£ 3,594
New Zealand	5	3	– 2
United States	4,135	14,564	+ 10,429
other countries	40	.....	– 40
	£10,931	£24,908	+£ 13,977
Boards, Coated, n.e.i.—			
From United Kingdom	£ 3,135	£ 1,727	–£ 1,408
Japan	.....	1	+ 1
Sweden	437	2,228	+ 1,791
United States	6,834	13,268	+ 6,434
	£10,406	£17,224	+£ 6,818
Cardboard and Pasteboard—			
From United Kingdom	£ 4,961	£ 5,637	+£ 676
Canada	.....	224	+ 224
East Indies—Java	.....	125	+ 125
Japan	.....	6	+ 6
Norway	2,753	985	– 1,768
Sweden	834	1,380	+ 546
Netherlands	442	.....	– 442
United States	12,906	48,187	+ 35,281
Other foreign	116	.....	– 116
	£22,012	£56,544	+ £34,532
Cartridge—			
From United Kingdom	£6,186	£ 6,813	+£ 627
Canada	.....	595	+ 595
France	.....	84	+ 84
Norway	285	77	– 208
Japan	56	.....	– 56
United States	1,394	6,461	+ 5,067
	£7,921	£14,030	+£ 6,109

STATISTICAL DETAILS OF PAPER IMPORTS INTO AUSTRALIA.—*Continued.*

	Value. 1917-18.	Value. 1918-19.	– Decrease. + Increase.
Unenumerated, n.e.i.—			
From United Kingdom	£5,532	£10,866	+£ 5,334
United States	882	6,892	+ 6,010
	£6,414	£17,758	+£ 11,344
Advertisement, Showcards, etc., n.e.i.—			
From United Kingdom	£33,024	£24,801	–£ 8,223
Canada	774	616	– 158
New Zealand	400	799	+ 399
Other British countries	27	38	+ 11
China	540	917	+ 377
France	1,025	218	– 807
Italy	.....	106	+ 106
Japan	510	1,173	+ 663
Sweden	119	289	+ 170
United States	45,533	43,662	– 1,871
Other foreign countries	111	59	– 52
	£82,063	£72,678	–£ 9,385
Millboard, Greyboard, Leatherboard, etc.—			
From United Kingdom	£ 3,414	£ 6,553	+£ 3,139
Canada	4,501	3,057	– 1,444
Japan	387	1,416	+ 1,029
Norway	425	5,595	+ 5,170
Sweden	8,639	17,088	+ 8,449
United States	29,906	133,678	+ 103,772
	£47,272	£167,387	+£120,115
Felt and Carpet Felt Paper—			
From United States	£20	£1,188	+£ 1,168
Paperhanging—			
From United Kingdom	£37,636	£44,197	+£ 7,161
Canada	3,942	23,158	+ 19,216
France	14	.....	– 14
Japan	185	.....	– 185
Norway	920	.....	– 920
United States	3,560	14,658	+ 11,098
Other foreign countries	.....	93	+ 93
	£45,657	£82,106	+£ 36,449
Parchment—			
From United Kingdom	£ 89	£ 1,613	+£ 1,524
Other British countries	.....	87	+ 87
France	.....	198	+ 198
Italy	232	.....	– 232
United States	33,162	69,099	+ 25,937
Other foreign countries	10	85	+ 75
	£33,493	£71,082	+£ 37,589
Printing—			
From United Kingdom	£ 61,953	£ 59,169	–£ 2,784
Canada	359,642	548,380	+ 188,738
Newfoundland	19,837	46,840	+ 27,003
Belgium	186	.....	– 186
Japan	14,811	9,170	– 5,641
Netherlands	100	.....	– 100
Norway	170,039	295,285	+ 125,246
Sweden	173,912	118,577	– 55,335
United States	273,522	811,113	+ 537,591
	£1,074,002	£1,888,542	+£814,540

STATISTICAL DETAILS OF PAPER IMPORTS INTO AUSTRALIA.—*Continued.*

	Value. 1917-18.	Value. 1918-19.	−Decrease. +Increase.
Roofing—			
From United States	.....	£1,191	+£ 1,191
Ruled or Bordered—			
From United Kingdom	.....	85	+ 85
Other foreign	.....	24	+ 24
Strawboard—			
From United Kingdom	£ 64	£ 173	+ 109
Japan	28,207	83,285	+ 55,078
Netherlands	1,924	3,536	+ 1,612
United States	43	973	+ 930
Other foreign	.....	96	+ 96
	£30,238	£88,063	+£ 57,825
Wrapping, all Colours, etc., n.e.i.—			
From United Kingdom	£ 11,087	£ 10,667	−£ 420
Canada	55,505	98,559	+ 43,054
Other British	.....	12	+ 12
China	113	251	+ 138
Japan	118	105	− 13
Norway	66,736	142,660	+ 75,924
Sweden	46,304	28,369	− 17,935
United States	29,147	193,797	+ 164,650
Other foreign	4	70	+ 66
	£209,014	£474,490	+£265,476
Writing and Type 16-inch by 13-inch and over—			
From United Kingdom	£129,599	£263,957	+£134,358
Canada	260	47,883	+ 47,623
New Zealand	.....	274	+ 274
Japan	5,595	3,212	− 2,383
Netherlands	4,740	.....	− 4,740
Norway	33,642	69,401	+ 35,759
Sweden	1,059	.....	− 1,059
United States	170,569	613,067	+ 442,498
Other foreign	288	197	− 91
	£345,752	£997,991	+£652,239
Emery Paper, etc.—			
From United Kingdom	£19,481	£35,247	+£ 15,766
Canada	.....	15	+ 15
China	.....	22	+ 22
Belgium	1,342	.....	− 1,342
France	212	107	− 105
Japan	719	534	− 185
Norway	.....	1,348	+ 1,348
United States	14,059	16,805	+ 2,746
Other foreign	84	.....	− 84
	£35,897	£54,078	+£ 18,181
Other—			
From United Kingdom	£24,453	£61,747	+£ 37,294
Canada	1,304	17,692	+ 16,388
Newfoundland	.....	6,918	+ 6,918
Other British	53	124	+ 71
Belgium	7,323	2,386	− 4,937
France	1,493	25,624	+ 24,131
Italy	.....	1,998	+ 1,998
Japan	3,059	26,954	+ 23,895
Norway	10,233	49,456	+ 39,223
Sweden	12,556	11,388	− 1,168
United States	50,240	127,906	+ 77,666
Other foreign	.....	120	+ 126
	£110,714	£332,313	+£221,599

STATISTICAL DETAILS OF PAPER IMPORTS INTO AUSTRALIA.—*Continued.*

	Value. 1917-18.	Value 1918-19.	—Decrease. +Increase.
Cards, Playing, in Sheet or Cut—			
From United Kingdom	£1,193	£1,310	+ £ 126
Canada	137	.....	— 137
Japan	.....	105	+ 105
United States	2,667	14,709	+ 12,042
Other foreign	106	51	— 55
	£4,103	£16,184	+ £12,081
Books (Printed), Music, etc.—			
From United Kingdom	£459,341	£558,920	+£99,579
Canada	24	64	+ 40
New Zealand	2,931	3,024	+ 93
Other British	544	821	+ 277
Belgium	346	.....	— 346
France	768	1,317	+ 549
Japan	1,396	734	— 662
Netherlands	1,254	197	— 1,057
United States	82,760	103,697	+ 20,937
Other foreign	305	1,037	+ 732
	£549,669	£669,801	+£120,132
Inks, Printing and Stencilling—			
From United Kingdom	£4,522	£8,509	+£ 3,987
Denmark	.....	110	+ 110
Japan	8	154	+ 146
United States	3,367	17,004	+ 13,637
	£7,897	£25,777	+£17,870
Writing Inks, and Ink Powders—			
From United Kingdom	£9,004	£14,833	+£ 5,829
Other British	5	5	—
China	.....	20	+ 20
France	.....	213	+ 213
Japan	949	659	— 310
United States	1,107	4,506	+ 3,399
Other foreign	132	.....	— 132
	£11,197	£20,236	+£ 9,039
Stationery, Albums, Birthday, Scrap, etc.—			
From United Kingdom	£25,279	£27,399	+£ 2,120
Other British	5	14	+ 9
Japan	313	541	+ 228
United States	1,498	1,983	+ 485
Other foreign	126	26	— 100
	£27,221	£29,963	+£ 2,742
Stationery, Manufactured Bill Files, Pencils, etc.—			
From United Kingdom	£15,205	£19,120	+£ 3,915
Canada	.....	8	+ 8
Other British	126	103	— 23
China	.....	142	+ 142
France	527	364	— 163
Japan	1,213	2,984	+ 1,771
United States	4,330	7,107	+ 2,771
Other foreign	103	28	— 75
	£21,504	£29,856	+£ 8,352
Stationery, Manufactured, Bill Heads, Envelopes, etc.—			
From United Kingdom	£42,502	£49,652	+£ 7,150
Canada	11	66	+ 55
India	.....	452	+ 452
New Zealand	125	151	+ 26
Other British	195	96	— 99
China	935	1,110	+ 175
France	23,350	28,640	+ 5,290
Japan	6,850	12,201	+ 5,351
Norway	286	618	+ 332
Sweden	1,304	1,891	+ 587
Switzerland	129	.....	— 129
United States	20,425	44,992	+ 24,567
Other foreign	474	124	— 350
	£96,586	£139,993	+£43,407

STATISTICAL DETAILS OF PAPER IMPORTS INTO AUSTRALIA.—*Concluded.*

	Value. 1917-18.	Value. 1918-19	– Decrease. + Increase.
Stationery, Manufactured, Account Books, etc.—			
From United Kingdom	£6,667	£7,764	+£ 1,097
New Zealand	77	101	+ 24
Other British	29	42	+ 13
China	249	457	– 208
France	33	.....	– 33
Japan	451	448	– 3
United States	242	1,216	+ 974
Other foreign	.....	12	+ 12
	£7,748	£10,040	+£ 2,292
Cardboard Boxes, etc.—			
From United Kingdom	£ 591	£1,338	+£ 747
Other British	1	6	+ 5
Japan	1,448	1,115	– 333
United States	704	.....	– 704
Other foreign	.....	75	+ 75
	£2,744	£2,534	–£ 210
Pictures, not being Advertising—			
From United Kingdom	£10,184	£13,193	+£ 3,009
New Zealand	62	115	+ 53
Other British	226	686	+ 460
France	483	217	– 266
Italy	194	19	– 175
Germany	.....	119	+ 119
Japan	333	571	+ 238
Sweden	196	.....	– 196
Switzerland	1,152	1,033	– 119
United States	5,360	8,520	+ 3,160
Other foreign	9	61	+ 52
	£18,199	£24,534	+£ 6,335
Printers' Materials, Matrices, etc.—			
From United Kingdom	£187	£913	+£ 726
Japan	.....	2	+ 2
United States	199	596	+ 397
	£386	£1,511	+£ 1,125
All Other Manufactured Stationery—			
From United Kingdom	£42,218	£45,391	+£ 3,173
Canada	5,223	8,657	+ 3,434
New Zealand	56	32	– 24
Other British	35	7	– 28
France	113	.....	– 113
Japan	16,577	32,111	+ 15,534
Norway	358	.....	– 358
United States	51,717	115,910	+ 64,193
Other foreign	8	192	+ 184
	£116,305	£202,300	+£85,995

SPANISH LAW TAXING FOREIGN COMPANIES NOT YET IN EFFECT.

Well-informed circles in Madrid, says the *United States Commerce Reports*, are of the opinion that the Spanish Government has no present intention of issuing regulations for putting into effect the law of April 29, 1920, taxing foreign companies operating in Spain, as provided in the third paragraph of the final article of that law. It is also the opinion of competent parties in Spain that the Royal Decree of October 23, 1920, fulfills paragraph 2 of the last article of the law, which requires that a new text of the tax law be issued within six months from April 29.

TRADE OF MONTSERRAT, 1918.*

L. M. B. Meyers.

II.

Exports.

THE CHIEF INDUSTRIES.

The chief industries of Montserrat are cotton, lime and lime products, and sugar. The former industry is by far the staple one of the island, as, owing to the big boom given to this industry during the war, greater attention was given to its cultivation, not only on a larger scale, but also in regard to the quality of the cotton. Excellent results followed, in great measure due to the valuable assistance given by the Curator of the Botanic Station and the Imperial Department of Agriculture.

COTTON.

In 1916-17 the total area under cotton was 1,997 acres, which gave a yield of 313,322 pounds of lint, and in 1917-18, with an acreage of 2,608, a record output of 409,855 pounds of lint was obtained. The export in this item in 1916 valued £33,079; in 1917, £26,247; and 1918, £59,548.

During the war practically all of the cotton crops were taken by the Government for war purposes.

THE LIME INDUSTRY.

The report of the Imperial Department of Agriculture for 1916-17 states that there has been a decline in the lime industry in recent years owing to the plants being attacked by disease. No young trees are being planted to replace those that have succumbed, and the future outlook of the industry is not considered as hopeful. In 1916 the total export of raw lime juice was 166,289 gallons, and in 1917, 136,706 gallons. In 1918 the total export for the year was only 72,067 gallons.

SUGAR INDUSTRY.

Owing to the war and the consequent rise in prices, there was a revival of the sugar industry in Montserrat, and the export of muscovado sugar in 1916 was 417 tons valued at £7,828, with 12,748 gallons of molasses valued at £604. In 1917 the export was 293 tons of sugar valued at £4,276, and molasses, 10,134 gallons valued at £512. In 1918, however, there was a big falling off in the output, as the total export was only 41 tons of sugar and 1,929 gallons of molasses. This shrinkage is accounted for owing to the fact that more attention is now being given to the cotton industry with its attractions of higher wages to the labourers and the encouragement of cotton growing on the share system.

MINOR INDUSTRIES.

The minor industries of the island are: papain, the export of which drug valued £577 in the year under review; bay oil, which only valued £96; and the onion industry, in connection with which there is an Onion Growers' Association. In 1917-18 the export of onions was 1,584 crates valued at £867, but in 1918, owing to the late arrival of seed, no export was made. Smaller crops are ground-nuts, peas and beans. There is generally a plentiful supply of ground provisions planted for local consumption.

BUSINESS CONDITIONS.

In 1917 the Agricultural and Commercial Society, which was defunct, was resuscitated, chiefly owing to the efforts of Mr. Edgar Tripp, the secretary of the Associated Chambers of Commerce for the West Indies, who was on a visit to the island and was soliciting the support of the various commercial and agricultural bodies with the object of sending representatives to a conference to be held in the island of Trinidad early in that year, and delegates were sent from Montserrat to the conference.

* The first article on the Imports of Montserrat was published in *Bulletin* No. 874.

Mention must be made of the Montserrat Preserving Company, Limited, who not only ship large quantities of lime products, but also various kinds of preserved fruit from the island.

Montserrat is now well equipped from a business point of view for increasing her trade, as the Royal mail Steam Packet Company's Canadian-West Indian line of steamers call at Plymouth, the capital, both on their outward and homeward voyages, and the Royal Bank of Canada has recently established a branch bank in the island. There is therefore every reason to believe that Canada will in the near future enjoy a much larger share of the trade of the island than she now enjoys.

The following table shows the quantity and value of the principal exports in the years 1917 and 1918:—

QUANTITY AND VALUE OF THE PRINCIPAL EXPORTS FROM MONTSERRAT, 1917-18.

Articles.	1917. Quantity.	1917. Value.	1918. Quantity.	1918. Value.
Cotton lint..lb.	107,444	£26,247	372,730	£59,548
Cotton seed..tons	497	4,688	585	5,232
Seed-cotton..lb.	108,405	3,517	31,454	817
Raw lime juice..gals.	136,706	17,969	72,067	12,787
Concentrated lime juice..gals.	969	188	2,921	597
Citrate of lime..cwt.	547	261	411	2,234
Muscovado sugar..tons	293¾	4,276	41	836
Molasses..gals.	10,134	512	1,929	81
Papain..lb	1,877½	1,173	722	577
Bay oil..gals.	30½	137	20	96
Maize..bush.	385	59	30	8
Cacao..cwt.	37	108	9	28
Onions..crates	1,584	867	.....	842
Vegetables	.....	125	.....	98
Tamarinds..brls.	193	124	128	120

CANADIAN FOOD GOODS GO FREE INTO TRINIDAD.

Mr. Edgar Tripp, Canadian Government Commercial Agent, Port-of-Spain, Trinidad, cables as follows:—

"All duties have been removed from food and cattlestuffs produced in countries of the British Empire. Sufficient duties will be imposed on foreign goods to give Canada a preference."

RATIFICATION OF CANADA-WEST INDIES AGREEMENT BY JAMAICA.

A cablegram from the United States consulate at Kingston, Jamaica, dated October 15, 1920, published in the *United States Commerce Reports*, states that the Legislative Council of Jamaica ratified the Canada-West Indies Trade Agreement on October 14, 1920.

INTERNATIONAL DAIRY EXHIBITION AT PALERMO, BUENOS AIRES.

The Consul General of Argentina in Ottawa sends particulars regarding the "International Dairy Exhibition" which is to be held at Palermo, Buenos Aires, in the Argentine Republic, from the 8th to the 27th May, 1921. The Consul General of Argentina says in reference to this exhibition:—

"Argentine, as you undoubtedly know, is a great dairy country, both in regard to the production of milk and its products. As it is also a great agricultural country, agricultural machinery is required. At this "International Dairy Exhibition" all countries interested in these industries may have representation, and I would be greatly pleased if Canada, which is a large and prosperous dairy country, would make a large representation in the coming year. Agricultural implements as well as dairy products may be exhibited."

REVIEW OF DUTCH IMPORT TRADE FOR AUGUST, 1920.

Trade Commissioner A. Stuart Bleakney.

Rotterdam, October 15, 1920.—In comparison with July, the value of imports for August, 1920, decreased by 46·9 million gulden or 14·9 per cent., while the value of exports shows a decrease of 47·1 million gulden or 26·6 per cent. The total trade of Holland for August was 94 million gulden lower (19·1 per cent). The value of imports was 5 million more than the average value of imports in the first seven months of 1920; the value of exports was 4·8 million less than the average export value from January to July, 1920.

The import balance was about the same as that of July (137·7 to 137·9 million gulden).

	August 1920. Gulden.	Previous months. Gulden.	Total January to August 1920. Gulden.
Total imports..	267,956,122	1,840,085,509	2,108,041,631
Total exports..	130,018,883	943,917,841	1,073,905,860
Excess of imports..	137,937,239	896,167,668	1,034,135,771

(Not including coin and bullion.)

The decrease in the value of imports, which concerns more or less all goods, must be attributed chiefly to the lower imports of fuel (5.6 million gulden), iron and steel and manufactures thereof (about 5 million gulden), and yarns, dry goods, clothes and fancy articles (about 11 million gulden).

The total weight of imports fell from 1,324 million kg. to 1,071 million kg., being a decrease of 253 million kg., chiefly due to the lower imports of coal, coke and briquettes (about 113 million kg.), fertilizers (14 million kg.), natural stone (43 million kg.), and other minerals (42 million kg.).

DETAILED IMPORTS.

A decrease was noticed in the import of rye (5·9 million kg.) The imports of wheat were higher than in July (July 28·9 million kg., August 36·8 million kg.) The imports of maize were 20·9 million kg. in July against 34·9 million kg. in August. Seeds increased by about 4 million kg. and cattle food by about 2 million kg., copra about 2 million kg.

The value imported of coin and bullion was this month 4·8 million gulden.

The import figures for ore for August and July are respectively 3·6 million kg. and 18·3 million kg. In July the import of iron ore was 2·9 million kg. This was pyrites, and the import of this ore for the first seven months of 1920, amounted to about 26 million kg. against 6 million kg. in the same period of 1919.

The import of Thomas phosphate was 12·7 million kg. against 19·6 million kg. in July. Raw phosphate decreased from 27 million kg. in July to 18 million kg. in August.

Bar, angle and T-iron show a decrease of 9 million kg.

The import of wood for the manufacturing of paper was 2·5 million kg. less than in July; mechanical wood-pulp was nil against 1 million kg. in July. The import of chemical wood-pulp was 2·8 million kg. less than in July.

In August the imports of unmanufactured tobacco show a decrease of 1·2 million kg. (value 1·4 million gulden).

Raw canesugar fell from 5·2 million kg. in July to 2·6 million in August.

The imports of petroleum distillation products including liquid fuel increased with 5 million kg. Petroleum rose 1·5 million kg. On the other hand the imports of benzine, gas-oil and mineral lubricating oils were about 4 million kg. less than in July.

The number of imported motor-cycles increased by 294; that of bicycles decreased by 3,227. The total number of inner and outer tires for automobiles, motor-cycles and other bicycles amounted to 116,767, against 173,639 in July, showing a decrease of 56,872.

AGRICULTURAL AND TRADE NOTES FROM HOLLAND.

Trade Commissioner A. Stuart Bleakney.

Condition of Crops in Holland on September 23.

KITCHEN GARDEN CROPS.

Rotterdam, October 15, 1920.—The condition of kitchen garden crops is on the whole satisfactory. The damp weather was not unfavourable for the later crops; however, a higher temperature would have been more desirable for the growth.

FRUIT.

As has already been mentioned in previous crop reports, the condition of fruit is on the whole rather bad this year. Also the quality, especially of apples, leaves much to be desired. Pears are better than apples. In some places the condition of this fruit is even good. The condition of grapes is good throughout the country.

FIELD CROPS.

In previous reports it was mentioned that the weather favoured the growth of the crops very much. Since then the low temperature, the few hours of sunshine, and the many rains have prevented the crops from acting up to the expectations of about the middle of July. The rains in August did a lot of damage to flax, oats, mustard seed, beans, clovers and potatoes. However, notwithstanding these unfavourable circumstances, the results can be called satisfactory.

The crop correspondents report on the condition of field crops in figures by which 100 means excellent, 90 very good, 70 good, 60 rather good, 50 moderate, 40 rather bad, 30 bad and 10 failure.

An average crop is indicated by 67. The following figures show the condition of field crops for the whole country derived from the different districts taking into consideration the cultivated area. The figures between brackets give the condition on July 19.

Wheat	70	(77.3)	Canary seed	70.1	(69.9)
Winter rye	71.1	(73.9)	Mustard seed	60.7	(65.9)
Winter barley	69.7	(70.1)	Potatoes	63.2	(76)
Spring barley	66.9	(60.9)	Sugar beets	69.3	(71.7)
Buckwheat	62	(66.1)	Fodder beets	70.2	(70.2)
Oats	69	(72.5)	Kohl-rabi	66	(—)
Beans	66.1	(70.1)	Onions	64.5	(70.4)
Peas	63.5	(68.1)	Chicory	68.1	(73.2)
Brown beans	61.1	(61.2)	Grassland	75.5	(77.1)

The Coal Situation in Holland.

The production of coal and brown coal for the year 1919 and the first seven months of 1920 was as follows:—

Coal.	January to December 1919. Metric tons.	January to July 1919. Metric tons.	January to July 1920. Metric tons.
Tons of private and states mines	3,400,239	1,960,489	2,145,861

The above figures show that the production for the period of January to July, 1920, is more than 185,000 tons higher than for the same period of 1919, i.e. 9 per cent.

Brown Coal.	January to December 1919. Metric tons.	January to July 1919. Metric tons.	January to July 1920. Metric tons.
Tons	1,822,711	1,209,000	846,500

These figures show that the production in the first seven months of 1919 was more than 362,000 tons higher than in the same period of 1920, being a decrease of about 3 per cent.

IMPORTS OF COAL AND BROWN COAL IN 1919 AND EIGHT MONTHS OF 1920.

	January to December 1919. Gross weight. Kilogrammes.	Value. Guilden.	January to August 1920. Gross weight. Kilogrammes.	Value. Guilden.
Coal—				
Germany	772,922,079	32,186,960	774,036,749	45,890,184
Belgium	1,079,449,218	41,643,611	16,135,982	523,767
Great Britain	375,543,500	19,038,261	149,866,961	8,612,688
United States	663,536,019	42,263,863	514,912,027	41,291,508
Argentina	848,518	50,000	.....	—
South Africa	.....	.....	15,908,460	1,210,152
Canada	64,802,198	3,527,687	171,300,724	11,124,813
Other countries	189,266	4,295	8,815,455	1,660,146
Total	2,957,190,798	138,714,677	1,650,776,358	109,313,258
Brown coal—				
Germany	1,970,000	65,566	40,000	2,022
Total	1,970,000	65,566	40,000	2,022

Trend of Wholesale Prices in Holland.

So far, Holland has never had information available in the form of index figures concerning the general movement of wholesale prices, and in this respect has been behind the several other countries. The importance of these figures has now been realized in Holland, and in the beginning of 1919 the collection of this information from the year 1901 commenced, which was not an easy matter as many wholesale dealers, brokers and manufacturers could not trace their figures back as far as 1901. Fortunately the prices of 45 articles from 1901 till July, 1920, could be collected, namely: wheat, rye, barley, oats, maize, rice, peas, potatoes, sugar, coffee, tea, cocoa, beef, veal, mutton, pork, milk, butter, margarine, eggs, herring, salmon, honey, pepper, salt, rapeseed-oil, methylated spirit, cotton, hemp, flax, horse skins, cattle hides, leather, tin, iron, silver, gold, platina, petroleum, turpentine, resin, candles, newsprint, coal and timber.

Together with these general average prices, the figures of 27 articles of food could also be given. The average price for the period 1901-10 was fixed at 100.

Years and Months.	General Index Figures 45 articles.	Index Figures of articles of food 27 articles.	Years and Months.	General Index Figures 45 articles.	Index Figures of articles of food 27 articles.
1901-1910	100	100	1919..	363	342
1911..	129	124	1920.		
1912..	141	125	January	392	302
1913..	140	116	February	392	289
1914..	138	129	March..	393	287
1915..	160	177	April..	395	299
1916..	213	285	May..	395	302
1917..	370	340	June	394	310
1918..	493	384	July..	394	311

TRADING WITH GREECE.

Trade Commissioner W. McL. Clarke.

XVII.

MOTOR CARS.

Thirteen years ago there were but seven automobiles in Greece and five of these belonged to the Court. At 1912, however, there were some 120 cars, which rendered important services during the Balkan wars. This number increased to 218 in 1914, to 329 in 1915, to 487 in 1916, and to 553 by the middle of 1918. To this number of private motors must be added the cars employed for army use in Greece, which in 1918 were estimated at about 500.

From inquiries made it would seem that the Greek market will absorb a large number of automobiles in the next few years especially as the Greeks have now the wherewithal to make purchases owing to the general prosperity of the country. Up till now American types of the less expensive cars have been most largely seen, e.g., the Overland, Reo, Chalmers, and Ford; but the Italian Fiat, a few British models, and American cars as the Cadillac are also found in Athens. The Ford has had an increasing sale recently in Greece on account of its strength and comparatively low price although the more luxurious car is sought after by the wealthier classes and will to-day command a ready sale.

Improvements in the roads of Greece will be an additional factor in the greater introduction of automobiles. Moreover, interprovincial transport services will call also for motor lorries, and there is reason to believe that the lines already started will be maintained and extended. The best markets in Greece for automobiles are Athens, Piræus, Macedonia (where good roads have been made by the allied armies), Cephalonia, Zante, Corfu, Epirus and the Islands.

WOODPULP AND PAPER.

The table herewith subjoined gives the total value of the imports of woodpulp and paper into Old Greece for the year 1913 and into Old and New Greece for the year 1914:—

	Dr.
Imports for the year 1913 into Old Greece..	4,111,740
" " " 1914 into Old Greece..	3,495,086
" " " 1914 into New Greece..	4,810,573
Total for 1914..	8,305,659

WOODPULP.

The following table shows the total value of the imports of woodpulp into Old Greece for the year 1913 and into Old and New Greece for the year 1914:—

			Tons.	Dr.
Imports for the year	1913	into Old Greece	1,059	227,069
" "	1914	"	931	232,654
" "	1914	New "	7	1,957
Total for	1914		938	234,611

The raw material for the four principal paper mills of Greece was obtained principally from Sweden and consisted of unbleached sulphite and mechanical bleached and unbleached woodpulp. Germany and Austria also supplied a small quantity of unbleached woodpulp but of an inferior quality. The present consumption of the local industry is estimated at about 4,000 tons annually of unbleached sulphite and 2,000 tons of mechanical woodpulp. The principal papers produced in Greece are wrapping papers, paper for tobacco, and cardboard.

Printing Paper Unglazed.

			Tons.	Dr.
Imports for the year	1913	into Old Greece	791	423,689
" "	1914	"	757	378,769
" "	1914	New "	191	109,440
Total for	1914		948	488,209

Printing Paper Glazed.

			Tons.	Dr.
Imports for the year	1913	into Old Greece	292	209,384
" "	1914	"	259	185,101
" "	1914	New "	47	40,973
Total for	1914		306	226,074

Newsprint.

			Tons.	Dr.
Imports for the year	1913	into Old Greece	3,602	1,543,837
" "	1914	"	3,080	1,100,122
" "	1914	New "	306	142,548
Total for	1914		3,386	1,242,670

Paper for Making Tobacco Packets, Hat Boxes, Etc.

			Tons.	Dr.
Imports for the years	1913	into Old Greece	162	139,600
" "	1914	"	197	169,106
" "	1914	New "	77	76,540
Total for	1914		274	245,646

Blotting and Wrapping Paper.

			Tons.	Dr.
Imports for the year	1913	into Old Greece	725	570,106
" "	1914	"	907	712,571
"	1914	New "	1,163	1,079,835
Total for	1914		2,070	1,792,406

Writing Paper Glazed and Unglazed.

	Tons.	Dr.
Imports for the year 1913 into Old Greece	232	147,711
" " 1914 "	198	128,799
" " 1914 New "	243	190,389
Total for 1914	441	319,188
		Dr.
Total imports for the year 1913 into Old Greece		4,111,740
" " 1914 "		3,495,086
" " 1914 New "		4,810,573
Total for 1914		8,305,659

Newspaper.—As the Greek people are very great readers of newspapers and as Athens itself has a very large number of daily papers—about forty in all, some of which are devoted almost exclusively to the discussion of political subjects—the market for newsprint is relatively in Greece an important one. The papers are generally one or two sheets, but at all hours of the day the Greeks are seen at the cafes reading and discussing the current political topics. Holland held the trade in newsprint against German and Swedish competition, as Dutch prices were always lower whereas the quality exactly suited requirements. According to Greek customs regulations newspaper to be exempted from import duties must show a water-mark running in parallel lines, 5 cm. apart, along the length of each sheet. Unglazed paper is used and varies in dimensions between 57, 60 and 86 cm. The United States, Spain and France began exporting newsprint to Greece during the war.

Printing paper.—The demand for printing paper is very important owing to the fact that a great many publications are printed at Athens for distribution among the Greek colonies abroad. Austria had almost two-thirds of this trade, although Holland and Germany were also in the market. The dimensions generally required are 60 x 80 cm., 56 x 86 cm., and 70 x 100 cm. The United States became the main supplier during the last war years but supplies were greatly curtailed.

Wrapping paper.—The wrapping paper imported into Greece came mostly from Holland and Germany. The lower grades of thin quality are chiefly in demand. Various coloured paper as well as white paper are asked for, the latter being largely used in the packing of the citrous fruits.

Writing paper.—About 75 per cent of the imports of writing paper were derived from Austria, the remainder coming principally from Germany. A limited demand exists for fine stationery and writing paper supplied chiefly by Great Britain. Writing paper as a rule is imported in reams, blank, and is ruled and put up locally to avoid the higher duties on the finished product. Spain was sending supplies during the war, but competition may hardly be expected from this source as the Spanish paper shipped to Greece was not only fantastically high in price but of a very inferior quality.

TEXTILES.

The statistics shown hereunder illustrate the imported value of textiles for Old Greece in 1913 and for both Old and New Greece in 1914:—

	Dr.
Imports for the year 1913 into Old Greece	18,261,165
" " 1914 "	25,249,342
" " 1914 into New Greece	32,715,842
Total for 1914	57,965,184

COTTON GOODS.

In the cotton goods trade of Greece, although the United Kingdom did the greater part of the business offering, yet she by no means had a monopoly as Italy was

a keen competitor and has more recently been increasing her hold on the market. As regards the staple products, e.g. cotton cloth, calicoes and cambrics, England controlled the trade but in "alatzas" (a coarse sort of oxford or cabot), in satinettes, zephyrs, cotton drills, oxfords, and flannelettes, Italy was supreme, owing to the lower prices quoted c.i.f. Greek ports, and to the acceptability of the goods supplied. Austria and Germany were also competitors for the cotton goods trades and in oxfords. France was doing a good business due to the fine finish of her cloths and the varied and tasteful designs offered. During the war the greater part of the cotton goods trade passed to United States and Spain, and it is believed that American manufacturers will maintain a considerable part of their trade in cabots, dyed cotton goods, printed cotton cloth, and drills.

DETAILS ABOUT COTTON GOODS.

An importer of cotton goods at Athens supplied the writer with the following details about some of the cotton goods commonly sold in Greece:—

Drills.—26 inches single and 52 inches double. Low and better quality.

Oxfords.—27 inches to 45 inches according to quality. In checks and stripes.

Ginghams.—22 to 26 inches. Made of light and heavy yarns. 30 to 35 yards in a piece.

Cabots.—35 to 36 inches wide. 40 to 45 yards to a piece. Packed 25 pieces to a case.

Bleached cotton cloth.—32 inches after shrinking.

Grey drills and bleached drills.—32 inches.

Zephyrs.—27 to 32 inches.

Printed and dyed flannelettes, also splits.—22 to 27 inches up to 32 inches.

Prints.—27 to 32 inches. Nicely knit. Small designs generally which should not be too fancy nor too bright.

Grey twills, bleached twills.—27 to 32 inches.

Bleached sheetings.—50 to 64 to 75 inches.

A market also exists for (1) handkerchiefs, white and printed, in different qualities and sizes; (2) cotton table cloths; (3) cretonnes for upholstery and quilts; and (4) hosiery for men, women and children. The cotton hosiery trade was in the hands of the Germans, who were able to meet competitors successfully by their low prices and assorted and tasteful designs.

WOOLLEN GOODS.

Owing to the heavy custom duties on woollen cloth the demands were restricted and a mixed woollen and cotton cloth more widely sought after. The trade, however, in pure woollen cloth was done mostly with Leeds and Bradford, while Germany and France were the principal suppliers of the woollen dress goods sold in Greece. Attractiveness of design and lower prices gave to Germany also the market in woollen blankets and similar fabrics.

It should be noted that, owing to the climatic conditions of Greece, woollen cloth weighing over 750 grammes per square metre is very rarely imported and that the bulk of the trade is done in the 150 grammes per square metre for women's wear and in the 300 and 500 grammes per square metre for men's wear.

Germany, Austria and England were all competitors for the mixed woollen and cotton goods, although the United Kingdom lead in the lower grades of the woollen and cotton tissues, in union worsteds and mixed dress goods.

An important point to be considered in shipping mixed woollen and cotton textiles to Greece, if the lower duties thereon are to be obtained, is that either the warp or the woof be made of cotton and wool with the percentage of cotton over 50 per cent.

The Greek customs authorities have been very punctilious on this point, and have it is stated taxed goods as "woollen" although in reality they were mixed woollens and cottons. Technicalities such as these can naturally be best studied by representatives on the spot, and it was thus that Germany always knew, in catering to the Greek market, just how to weave the fabric so that its reception would be ensured as "mixed" on arrival.

Another consideration which the Germans kept in mind was the oftentimes necessity of exporting shorter lengths than their competitors. In fact, while British manufacturers usually supplied these textiles in pieces of 72 to 82 metres, German houses would offer the textile in lengths of 45 to 50 metres and even at the importer's special request cut these pieces in two. This the Germans and Austrians were able to do without any great inconvenience by the combining of orders.

A third factor which greatly assisted the Austrian and German textile trade in Greece was the quality and tasteful design of the wool and cotton cloth supplied. It was stated to the writer that the cotton in the mixed textiles could only with difficulty be detected, while the quality offered suited the market as the exporters in these two countries made a minute examination at first hand as to the designs and weights required.

Altogether the textile trade is most important in Greece and in fact constitutes normally about one-sixth of the total value of imports. It would be extremely difficult to introduce permanently textiles from Canada unless a serious attempt is made by Canadian houses. Expert technical men would need to be sent over and travellers from home occasionally afterwards visit the market. The climatic conditions, customs tariff, manners and tastes of the people must all be carefully studied while a general adherence to up-to-date export practice in this trade as in others cannot be too highly recommended.

Single Cotton Threads Unbleached Up To No. 24 English.

			Lbs.	Dr.
Imports for the year	1913	into Old Greece	946,400	676,476
" "	1914	"	1,257,200	898,954
" "	1914	New "	467,600	368,731
Total for	1914		1,724,800	1,267,685

Great Britain had over two-thirds of this trade. Italy was the only other competitor of importance.

Sewing Thread Cotton.

			Lbs.	Dr.
Imports for the year	1913	into Old Greece	593,600	529,732
" "	1914	"	397,600	355,947
" "	1914	New "	478,800	445,793
Total for	1914		876,400	801,740

In sewing thread imports Great Britain predominated.

Cotton Textiles Unbleached.

(These textiles contain 36 threads in warp and woof in 5mm. square.)

			Lbs.	Dr.
Imports for the year	1913	into Old Greece	1,148,000	1,062,445
" "	1914	"	1,685,600	1,686,574
" "	1914	New "	1,383,200	1,582,429
Total for	1914		3,068,800	3,269,003

Great Britain had the greater part of this trade with smaller shipments from Italy, United States, Austria, France and Germany.

Cotton Textiles Bleached.

				Lbs.	Dr.
Imports for the year	1913	into	Old Greece	1,052,800	1,504,452
" "	1914		"	1,316,000	2,115,517
" "	1914		New "	588,000	1,006,791
Total for	1914			1,904,000	3,122,308

The United Kingdom exporters had about 90 per cent of this trade in 1914. Italy and Austria were also represented on the market.

Cotton Textiles Printed or Made of Dyed Yarns.

				Lbs.	Dr.
Imports for the year	1913	into	Old Greece	2,408,000	4,302,400
" "	1914		"	4,113,200	7,344,780
" "	1914		New "	1,027,600	2,201,526
Total for	1914			5,140,800	9,546,306

Great Britain supplied about one-half of the requirements and Italy about one-third. Small quantities were received from Austria, France, Germany and Belgium.

Cotton Textiles Dyed.

(Including drills, piqués, apron stuff, etc.)

				Lbs.	Dr.
Imports for the year	1913	into	Old Greece	117,600	274,651
" "	1914		"	114,800	268,697
" "	1914		New "	1,433,600	3,688,344
Total for	1914			1,548,400	3,957,041

Great Britain was responsible for about 35 per cent of these imports. Germany, France and Italy were the next largest contributors.

Cotton Textiles Dyed For Linings.

				Lbs.	Dr.
Imports for the year	1913	into	Old Greece	327,600	490,077
" "	1914		"	490,000	698,868
" "	1914		New "	168,000	264,422
Total for	1914			658,000	963,290

The bulk of this trade was handled by Great Britain. Italy stood second as regards these exports.

Cotton White Goods.

				Lbs.	Dr.
Imports for the year	1913	into	Old Greece	86,800	368,232
" "	1914		"	106,400	457,812
" "	1914		New "	148,400	801,615
Total for	1914			254,800	1,259,427

Austria did the largest business in this line. Smaller shipments arrived from Italy, Germany, France and Great Britain, etc.

Cotton Flannelettes.

				Lbs.	Dr.
Imports for the year	1913	into	Old Greece	128,800	205,429
" "	1914	"	"	176,400	282,825
" "	1914	"	New "	509,600	908,650
Total for	1914			686,000	1,101,475

Great Britain, Italy, Germany and Austria were the principal supplying countries.

Woollen Yarns Unbleached.

				Lbs.	Dr.
Imports for the year	1913	into	Old Greece	650,000	943,966
" "	1914	"	"	543,200	816,513
" "	1914	"	New "	134,400	239,105
Total for	1914			677,600	1,055,618

Woollen yarns unbleached were derived from Great Britain, Germany, France, Belgium, and Austria in the order named.

Woollen Textiles.

(Up to 150 grams per square metre).

				Lbs.	Dr.
Imports for the year	1913	into	Old Greece	2,800	15,228
" "	1914	"	"	14,000	55,716
" "	1914	"	New "	352,800	1,767,052
Total for	1914			366,800	1,822,768

France and England were the principal countries of origin.

Woollen Textiles.

(Between 150 and 350 grams per square metre.)

				Lbs.	Dr.
Imports for the year	1913	into	Old Greece	47,600	175,070
" "	1914	"	"	140,000	502,790
" "	1914	"	New "	14,000	59,940
Total for	1914			154,000	562,730

Great Britain led in these imports and was followed by Austria, France, Germany and Italy.

Woollen Textiles.

(Between 350 grams and 750 grams per square metre.)

				Lbs.	Dr.
Imports for the year	1913	into	Old Greece	235,200	589,708
" "	1914	"	"	257,600	645,127
" "	1914	"	New "	14,000	47,708
Total for	1914			271,600	692,836

England had about 70 per cent of this trade. Austria was the next competitor, followed by France, Germany and Italy.

Textiles of Wool and Cotton Mixed.

(Weighing more than 200 grams per square metre.)

				Lbs.	Dr.
Imports for the year	1913	into Old Greece		590,800	951,399
" "	1914	"		722,400	1,161,265
" "	1914	New "		1,859	3,320
Total for 1914				724,259	1,164,585

Great Britain supplied almost one-half of the quantity imported. Other contributing countries were Germany, Austria, Italy, etc.

Textiles of Wool and Cotton Mixed.

(Weighing over 450 grams per square metre.)

				Lbs.	Dr.
Imports for the year	1913	into Old Greece		428,400	537,078
" "	1914	"		498,400	745,966
" "	1914	New "		4,443	6,665
Total for 1914				502,843	752,631

Great Britain was by far the largest supplier and was followed by Germany, Austria, Italy and France.

FINANCIAL CONDITIONS OF JAPAN.

Trade Commissioner A. E. Bryan transmits under date September 4 the following resumé of economic conditions in Japan which was given by Mr. Kajiwara, the president of the Yokohama Specie Bank, at the eighty-first general meeting of the shareholders of that institution:—

ECONOMIC CONDITIONS IN JAPAN.

In the early stage of the term under review, economic circles presented such an active tone that it was thought the year might witness unprecedented prosperity as in the years immediately preceding. Naturally various enterprises were planned and launched throughout the country, the total capital funds for these during the first three months of the year reaching 2,700,000,000 yen. In share circles, too, transactions were unusually brisk. On the raw silk market the maximum quotations at the time ruled at 4,300 yen per 100 kin, thus breaking the record. The quotations of cotton yarn, sugar, etc., also showed an upward tendency. The balance of the country's foreign trade showed, however, imports to be steadily exceeding exports each month—a fact which was not recorded during the European war or even immediately following. The public then began to entertain some anxiety as to future prospects in financial and economic circles. In the middle of March there was a sudden slump on the stock market, and this was soon followed by a sharp decline in the price of various commodities. In April the situation became worse, and many weavers in the silk industrial districts were obliged to either suspend operations or curtail working hours. Meanwhile there was a run on various banks, and many cases of bankruptcy were reported among leading commercial houses, due to a sharp fall in the price of cotton yarn, raw silk, etc., while shares continued to decline. To prevent a big crisis the Bank of Japan and other leading banks granted accommodation to many firms in difficulty, and thus the situation was temporarily saved. In commercial and industrial circles there were not a few firms whose condition required urgent adjustment, and in the midst of such distress the term under review came to an end.

Despite the economic depression, the Central Government thrice issued Temporary Exchequer Bonds amounting altogether to 120,000,000 yen, part of which was invested in various private enterprises of a sound character. Municipal loans and company debentures were also issued with some success. The discount sale by the Specie Bank of export and import bills amounted to considerable figures.

THE COUNTRY'S FOREIGN TRADE.

During the term under review the country's foreign trade amounted to 2,753,000,000 yen, exports representing 1,138,000,000 yen and imports 1,615,000,000 yen, showing an excess of imports over exports to the value of 477,000,000 yen. Compared with the corresponding period of last year, there was an increase of 311,000,000 yen in exports and of 567,000,000 yen in imports. Of the principal exports during the term, raw silk showed an increase of 60,000,000 yen as compared with the corresponding term last year, silk fabrics 51,000,000 yen, cotton fabrics 46,000,000 yen, refined sugar 17,000,000 yen, waste silk 14,000,000 yen, and cotton yarn 11,000,000 yen. Other exports also showed a general increase, except in a few cases, including beans, which showed a decline of 5,000,000 yen. Among the imports raw cotton increased by 226,000,000 yen, wool by 68,000,000 yen, oil cake by 47,000,000 yen, steel and iron by 45,000,000 yen, and beans by 17,000,000 yen. Among the imports which declined was rice, which showed a falling-off of 72,000,000 yen. It is reassuring to note that the exports during the term showed an increase over the corresponding term of last year, although the shipments of arms and ammunition fell off considerably as a natural outcome of the return of world peace. In the import trade there was a remarkable increase in raw materials, iron, fertilizers, etc.

In proportion to the development of the country's foreign trade the exchange business of the Specie Bank has increased. The bills sold amounted to over 66,000,000 yen and those purchased to over 672,000,000 yen, making a total of over 738,000,000 yen. Compared with the corresponding period of last year, there was a decrease of 162,000,000 yen in bills sold, but an increase of over 304,000,000 yen in bills purchased. The selling bills forwarded to Japan from abroad amounted to over 247,000,000 yen and the purchasing bills to over 892,000,000 yen, the figures showing an increase of 13,000,000 yen and 392,000,000 yen respectively as against the corresponding term of last year. Altogether there was an increase of over 548,000,000. The bank was, therefore, in urgent need of funds to meet the requirements of traders, and thus monetary transactions were exceedingly brisk. The import trade was so brisk that the exchange purchase money for Japan in England and the United States was nearly exhausted at one time and the bank experienced great difficulty in dealing with the situation.

CONDITIONS IN CHINA.

In China foreign trade was unusually dull, on account of a sharp fall in the price of silver and also owing to civil war. In Shanghai transactions in cotton yarn doubled those of the preceding term. Since March gold and silver bullion were imported from America and other countries, and at the end of the term under review tael silver and dollar silver in Shanghai stood at 35,000,000 taels and $19,000,000 respectively. On account of the economic depression many cases of bankruptcy were reported in North and South China.

Japan's trade with the South Pacific countries was prosperous, and on April 6 the bank opened a branch at Saigon.

SOUTH AFRICA'S IMPORTS.

Trade Commissioner W. J. Egan.

XIX.

In this instalment of his exhaustive report on the imports of South Africa, Mr. Egan concludes his review of articles of clothing and kindred lines. Next week the consideration of food products imports will be begun.

Clothing—Apparel and Slops, n.o.d.

	1913.	1919.	Decrease or Increase.
Total for the Union	$13,300,000	$14,195,400	+ $895,400
Canada	120	8 225	+ 8,105
United States	164,000	198,300	+ 34,300
United Kingdom	12,390,000	13,456,750	+1,066,750
Germany	360,000	390	− 359,610
France	90,100	66,750	− 23,350
India	106,000	268,650	+ 122,650
China	.....	3,800	+ 3,800
Switzerland	.....	27,425	+ 27,425
Japan	32,200	148,200	+ 116,000

With the exception of india-rubber clothing, which includes mackintoshes and oilskins, and second-hand clothing, the figures of trade shown above cover ready-made clothes of all kinds.

The exports from Canada are almost all on overalls, with some working shirts, and prospects are bright for a considerable increase in these shipments. The greater part of the United States trade is also on overalls and working shirts, with a fair proportion of children's cotton dresses. Some very nice orders in women's and children's dresses have been booked by Canadian houses, the returns for which will not be in evidence until the figures for 1920 are available. In men's ready-made suits and overcoats there is little doubt that a good trade could be worked up if Canadian manufacturers would make a real effort to cater for the market here and give regular shipments. The bulk of the trade is at present held by United Kingdom manufacturers, and while they have improved considerably in the appearance of their export ready-mades, there is no doubt that for quality, style and finish, the Canadian ready-mades would have considerable advantage over a big percentage of this class of goods shipped from the United Kingdom. It would, however, be futile to make any attempt at entering the market here unless a rigid determination existed to test out the trade fully over a period of at least two or three years. The shipments from India, Japan, China and Switzerland chiefly cover articles for native wear.

A total of 485,274 second-hand garments, valued at $752,500, was imported into the Union during 1919 in the following proportions:—

United Kingdom	269,495	valued at	$441,750
United States	212,079	" "	305,200
France	1,700	" "	2,025
India	1,658	" "	3,060

Clothing—Apparel and Slops.

(India-rubber Mackintoshes, Oilskins, etc.)

	1915.	1919.	Increase.
Total for the Union	$102,300	$253,400	+ $151,100
Canada	.....	2,775	+ 2,775
United States	27,300	135,550	+ 108,250
United Kingdom	74,700	115,075	+ 40,375
Sweden	165	.....	− 165
Norway	100	.....	− 100
India	70	.....	− 70
Japan	.....	240	+ 240

There appears to be every prospect of a good trade in Canadian-made rainproof goods, both men's and women's, and there has been considerable demand for oilskin clothing, used in a fairly extensive way in the mining district of Johannesburg, as well as the coast towns. On several occasions this office has submitted the names of Canadian manufacturers to South African importers. This has brought some business, as is evidenced by the trade figures, but no advice as to direct shipments has been received from the manufacturers. It is particularly desirable that when Canadian producers know the destination of their overseas indents, no matter from what source the orders should come to them, they keep the Government Trade Commissioner advised, so that he may follow up their shipments and co-operate with them in every possible way, informing them of the exact conditions of the market in regard to their goods and endeavouring to help forward their business.

The United States now leads the United Kingdom in its efforts to secure this trade. Sweden, Norway, India and Japan have sampled the market, but have not succeeded in securing definite business.

Furs.

	1913.	1919.	Decrease or Increase.
Total for the Union	$29,300	$147,300	+ $118,000
Canada	1,200	.....	− 1,200
United States	7,200	1,965	− 5,235
United Kingdom	18,300	137,250	+ 118,950
Germany	2,000	.....	− 2,000
Japan	.....	325	+ 325
Australia	.....	3,700	+ 3,700
Russia	.....	2,000	+ 2,000
France	.....	1,700	+ 1,700

The universal fashion in the use of furs in small pieces, or sets, has extended to South Africa during the last two years.

Prior to the commencement of the war the total importation of furs into South Africa averaged $14,000 annually. In 1918 the total imports increased to a value of $97,200, which was further increased during 1919, as shown in the above table. The United Kingdom has hitherto practically controlled this trade.

Present appearances would indicate that smaller shipments will probably come forward in the immediate future, the fashion in knitted goods of all kinds having considerably affected the demand for fur sets. In addition to the quantities imported there is also a considerable manufacture of furs from local skins. These are placed on the market in attractive styles and used extensively.

Canadian fur manufacturers, especially of sets for ladies' wear, should find a fair market in South Africa for cheap and medium priced productions, the chief competing country being the United Kingdom.

Curtains, Cushions, and Coverings.

While lace curtains are still used extensively, the tendency at present is towards casement cloths of all kinds, and in this direction the United States has made considerable progress in South African trade. The United Kingdom continues to hold the larger portion of this trade. The total import value during 1919 was $408,300, Canada being credited with $715. The United Kingdom shipped rather less than the previous year, totalling $228,200, while the United States increased her figures from $67,650 in 1918 to $155,300 in 1919. Italy and Japan divided the balance of the trade, shipping respectively to the value of $4,975 and $13,925.

This office has received no advice concerning the shipment credited to Canada.

Gloves and Mittens.

	1913.	1919.	Decrease or Increase.
Total for the Union	$250,000	$91,250	− $158,750
Canada	5	.....	− 5
United States	850	8,275	+ 7,425
United Kingdom	56,500	59,825	+ 3,325
Germany	85,000	150	− 84,850
France	39,000	5,310	− 33,690
Belgium	29,500	.....	− 29,500
Italy	26,000	2,690	− 23,310
Austria-Hungary	10,300	.....	− 10,300
Japan	.....	14,825	+ 14,825

The figures of trade as shown for the year 1913 include gloves and mittens in leather. For the year 1919 these are not included. Last year's trade in cotton and silk gloves and mittens was considerably lighter than usual. The market is a very large one for cotton, lisle and silk white gloves. There is a certain percentage of drabs and browns imported in these fabrics, and as the samples of two Canadian manufacturers are likely to be shown in South Africa in the near future there should be some trade secured in these lines.

The total value of imported leather gloves and mittens for last year was $81,450, and while Canada has no credit for a portion of this total it is known that fair orders for gauntlet gloves, suitable for the motor trade, were placed with Canadian manufacturers during the past few months. The 1919 trade was divided as follows: United States, $2,130; United Kingdom, $33,550; France, $29,700; Italy, $15,935—with two very small shipments from Japan and Australia.

Haberdashery and Millinery—n.o.d.

	1913.	1919.	Decrease or Increase.
Total for the Union	$6,230,000	$5,488,800	− $741,200
Canada	140	8,520	+ 8,380
United States	83,000	314,550	+ 231,550
United Kingdom	3,965,000	3,695,600	− 269,400
Germany	995,000	1,000	− 994,000
France	362,000	414,650	+ 52,650
Switzerland	390,000	650,100	+ 260,100
Austria-Hungary	100,000	105	− 99,895
Belgium	41,000	790	− 40,210
Japan	38,000	303,750	+ 265,750
Italy	37,000	52,550	+ 15,550
India	.....	20,275	+ 20,275

Under the above heading are included all lines of smallwares. The value of the market under this classification is clearly indicated by the total value of the trade shown for the two years under review in the above table. Canada's share in this trade continues to increase, but the total is comparatively small. This office will appreciate an opportunity of co-operating with Dominion manufacturers of any lines of smallwares or fancy goods if complete data as to prices, selling terms, packing, etc., are submitted, with a view of securing representation here. It is necessary to include the commission which is to be allowed the agent in the f.o.b. Canadian port price of any line submitted for sale, and if, perchance, Canadian producers receive indents through indent houses for South Africa, and advise this office, deliveries will be followed up and inquiries made which should be useful to the interested parties.

The United Kingdom continues the largest shipper in this trade, while the United States has steadily increased its share of the business. France, Switzerland, and Japan have secured a fair proportion. Germany, which pre-war had an average annual shipment of $1,000,000, is now practically out of the market, while Austria and Belgium, which also formerly held a portion of the trade, have ceased to ship.

Hats and Caps, except Straw.

	1913.	1919.	Decrease or Increase.
Total for the Union	$923,000	$528,600	− $394,400
Canada	.....	80	+ 80
United States	10,700	3,960	− 6,740
United Kingdom	818,000	401,100	− 416,900
Germany	29,700	.....	− 29,700
Italy	29,000	935	− 28,065
Austria-Hungary	10,000	.....	− 10,000
India	21,900	11,460	− 10,440
Japan	.....	100,675	+ 100,675
France	.....	325	+ 325

Hats—Straw.

	1913.	1919.	Decrease or Increase.
Total for the Union	$280,000	$448,100	+ $168,100
Canada	.....	.....	—
United States	1,900	1,175	+ 725
United Kingdom	248,000	261,900	+ 13,900
Italy	6,600	11,125	+ 5,525
France	2,300	215	− 2,185
Panama	3,200	280	− 2,920
Japan	1,400	148,400	+ 147,000
Ecuador	.....	2,725	+ 2,725
Madagascar	.....	5,175	+ 5,175

On several occasions during the past few years particulars as to the kinds of hats best suited to the South African market have been submitted to Canadian manufacturers, together with lists of the principal importers, but so far results are not in evidence that any effort at export has been made.

The figures for 1919 shown in the first table above do not include felt hats, which are shown separately for the first time last year. The total imports in felt hats for 1919 was 57,527 dozen, valued at $887,000, almost the whole of which was shipped from the United Kingdom. Japan and India have made some progress in the entry first mentioned above; otherwise the United Kingdom holds the trade. In straw hats the United Kingdom ships the major portion, Japan coming second with about 30 per cent of the trade.

Umbrellas.

	1913.	1919.	Decrease or Increase.
Total for the Union	$100,000	$145,650	+ $45,650
Canada	.....	.....	—
United States	80	585	+ 505
United Kingdom	95,000	88,600	− 6,400
Japan	425	54,125	+ 53,700
India	2,750	1,550	− 1,200
Germany	1,000	.....	− 1,000
France	.....	95	+ 95

South Africa offers a good market to the umbrella trade and parasol manufacturer. At present the United Kingdom now holds more than half of this trade and Japan the greater part of the balance.

Corsets.

At the request of this office, on behalf of Canadian manufacturers, the Department of Customs and Excise for the Union of South Africa have made a new customs entry for corsets. This heading was introduced as from October 1, 1919, the total for the previous nine months and former years appearing with Haberdashery and Millinery, all other n.o.d.

From October to the end of December last year the total imports of corsets were to the value of $88,500, Canada shipping $5,140, the United States $17,040, and the United Kingdom $65,620. France and Japan shipped in small quantities.

It may be of interest to Canadian manufacturers of corsets to know that the total value of imports into the Union for the first five months of this year, 1920, exceeds $49,000.

NEW ZEALAND CUSTOMS DECISIONS.

(British Board of Trade Journal.)

The following customs decisions, showing the classification of various articles under the Customs Duties Act on their importation into New Zealand, are contained in Minister's Order, D52, dated August 4, 1920:—

Articles.	Tariff Item.	Rates of Import Duty. On foreign goods.	Rates of Import Duty. On goods, the produce or manufacture of any part of the British Empire.
Articles and materials suited only for, and to be used solely in the fabrication of goods in the Dominion, viz.—			
Celophane for hatmaking, of kinds similar to straw plait for hatmaking, not being hat and bonnet trimmings.			
Gas-cookers, fittings for the manufacture of, viz.—			
Enamelled iron plates, bored, or having edge turned over, specially suited for lining the backs and sides of gas-cooker ovens.	482	Free.	Free.
Photo-prints, when declared solely for use in fancy-box making.			
Saw-tooth wire, in the piece, used for attaching to burr-rollers (woollen-mill machinery) for teasing wool in process of manufacture.			
Webbing, viz.—			
Men's body-belt webbing, of wool, union, cotton or linen, of kinds similar to saddlers' brace, girth, and roller-webs.			
Cores, metal adjustable segment, used inside the casing of motor-vehicle tires in the process of re-treading	359	Free.	Free.
Cork boards, of compressed granulated cork, for laying under linoleum on concrete floors.	483	Free.	Free.
Dental appliances, viz.—			
Mercury bottles, cowhorn	279	Free.	Free.
Links, viz.—			
"S" links, being renewals for chain belting for driving machinery	183	30% ad val.	20% ad val.
"Music-roll examiner," an appliance used in examining and repairing music-rolls for player-pianos	359	Free.	Free.
Targets, printed cardboard, for miniature-rifle shooting	127	30% ad val.	20% ad val.

A "primage" duty of 1 per cent ad valorem is levied on all the above goods in accordance with the Finance Act, 1915. This duty is payable on importation, and is levied irrespective of whether the goods are otherwise liable to duty or not.

PROJECTED INCREASE OF IMPORT DUTIES IN CHILE.

H.M. Chargé d'Affaires at Santiago reports in the British *Board of Trade Journal* that a measure is now before the Chilean Congress in which it is proposed that the existing Chilean customs duties should be increased by 30 per cent. It is proposed, however, that this increase shall not apply to certain commodities, including sugar, oil, coffee, cocoa, tea and rice.

PROPOSED INCREASE OF DUTY ON MOTOR CARS IN URUGUAY.

(British Board of Trade Journal.)

H.M. Minister at Montevideo reports that a Bill providing for an increase of the customs duty on motor cars has been presented to the Uruguayan Congress.

If the measure becomes law, as seems probable, the duty will be fixed as follows:—

	Proposed rate of duty.
Motor cars not exceeding $700 in value..	10 per cent of their value.
Motor cars exceeding $700 in value..	20 per cent on value of the motor (chassis), and 25 per cent on the body of the car.
Motor lorries..	5 per cent of their value.

IMPORT DUTIES ON MOTOR CARS AND MOTOR FUEL IN SALVADOR.

H.M. Consul at San Salvador reports in the *British Board of Trade Journal* that the Salvadorean *Diario Oficial* for September 16 contained an announcement providing that, as from October 16, motor cars (other than motor lorries for commercial purposes) imported into the Republic are to pay customs duty at the rate of five centavos* (gold) per kilogram. No duty will be levied on motors employed for agricultural purposes. Gasoline and gasoline oil were subjected to the same duty (5 centavos gold per kilogram), as from September 16.

*Centavo = $0·01034 at normal exchange.

IMPORT SURTAXES IN ROUMANIA.

(British Board of Trade Journal.)

The *ad valorem* import surtaxes on articles of luxury imported into Roumania, established by Articles 2 and 3 of Decree-Law No. 2969, of July 10, 1919, and the commission tax of 2 per cent *ad valorem* on all imported goods, have hitherto been paid in lei by converting the invoice price into lei at the rate of exchange officially fixed. The Bureau for the Control of Foreign Exchanges having been abolished (owing to the revocation of the law for the control of foreign exchanges), the Ministry of Industry and Commerce have issued a ruling, dated September 29, to the effect that, as from October 1, 1920, the above-mentioned taxes shall be calculated by converting the currency of the invoice into lei at the exchange rate of the day.

FINANCING AGENTS IN CHINA.

H.M. Consul at Newchwang, in the course of his report for June quarter on market conditions in his district, as reported in the British *Board of Trade Journal*, states that if home mercantile houses wish to push their goods there they must be prepared to finance their agents and take some of the risk. Local firms are not, as a rule, in a position to tie up their capital in stocks, which variation in exchange between date of order and of delivery may make it impossible to sell at a profit. Chinese dealers, too, will not place definite orders until exchange becomes more settled. As a matter of fact trade ruled very dull throughout the second quarter, chiefly owing to exchange fluctuations. The only sales made were of goods actually on the spot, of which the Chinese buyer could take immediate delivery and thus obviate the risk of exchange moving against him before he could sell.

IMPORTS INTO JAPAN FOR THE FIRST HALF OF 1918, 1919, AND 1920.

Trade Commissioner A. E. Bryan.

II.

The following statistics covering the imports into Japan for the first six months of this year will be of value for comparative purposes (*in each group only those articles which Canada might export are shown*):—

	Jan.-June, 1920. Yen.	Jan.-June, 1919. Yen.	Jan.-June, 1918. Yen.
Grains, Flours, Starches and Seeds—			
Total	87,744,324	124,775,001	44,182,435
Rice	9,855,942	82,058,101	23,473,856
Malt	1,397,234	933,014	666,241
Wheat	23,756,122	10,868,320	1,317,979
Wheat flour	2,431,830	1,786,999	123,122
Sugar and Confectionery—			
Total	39,531,194	21,247,020	7,507,625
Sugar	39,293,802	21,027,690	7,447,127
Confectionery	237,392	120,090	54,457
Alcoholic Liquors—			
Total	2,157,868	1,631,656	912,086
Whisky	336,903	172,958	150,591
Beverages and Comestibles—			
Total	19,416,423	12,426,212	4,479,525
Meat, poultry, fish, etc.—			
Salted salmon	57,057	9,558	74,391
Other	2,530,081	820,474	335,831
Butter	319,024	9,558	74,391
Condensed milk	1,064,279	1,078,754	683,797
Fresh eggs	4,810,367	1,432,471	505,522
Skins, Hairs, Bones, Horns, Teeth, Tusks, Shells, and Manufactures thereof—			
Total	31,341,248	16,384,583	13,781,976
Hides and skins of bull, ox, cow, and buffalo	13,321,517	4,884,618	3,447,251
Sole leather	1,979,624	430,899	363,273
Leather waste	139,715	145,149	103,817
Leather manufactures—			
Belts, belting and hoses for machinery	337,436	18,973	36,154
Sweat leather for hats	203,097	195,179	311,252
Bones, animal	4,767,824	2,799,342	1,915,108
Drugs, Chemicals, Medicines, Compounds or Preparations thereof, and Explosives—			
Total	102,202,128	49,913,816	37,604,759
Hops	896,959	273,216	373,871
Glue	986,155	260,453	102,042
Boric acid	245,816	241,510	138,746
Oxalic acid	74,699	362,342	153,440
Tartaric acid	1,022,862	30,959	252,753
Salicylic acid	272,464	519,311	486,695
Carbolic acid	2,691,131	2,720,081	1,602,531
Citric acid	194,344	48,013	34,807
Caustic soda, crude	4,316,706	1,623,711	1,768,822
Soda ash	4,441,650	4,747,154	5,158,880
Bicarbonate of soda	490,723	568,349	110,539
Peroxide of soda	76,482	8,966	18,266
Nitrate of soda, crude	21,233,821	8,792,157	6,168,123
Borate of soda	1,025,899	143,820	332,869
Cyanide of soda	145,307	552,416	473,239
Cyanide of potash	34,972	175,661	204,414
Nitrate of potash	1	480,051	195,579
Chlorate of potash	1,220,604	.....	64,226
Bichromate of potash	187,452	6,316	211,606
Bromide of potash	80,863	80	521
Alum	7,644	.....	445
Subnitrate of bismuth	529	.....	3,207
Chloride of ammonium	297,088	132,882	50,855
Sulphate of ammonium, crude	17,326,214	1,986,231	41,027

IMPORTS INTO JAPAN, ETC.—*Continued.*

	Jan.-June, 1920. Yen.	Jan.-June, 1919. Yen.	Jan.-June. 1918. Yen.
Drugs, Chemicals, Medicines, Compounds or Preparations thereof, and Explosives—Con.			
Carbonate of ammonium	382,245	88,455	67,309
Acetate of calcium	942,257	32,942	214,371
Formalin	930,575	107,259	258,520
Alcohol	16,942	18	—
Glycerine	1,040,373	2,483,289	357,625
Milk sugar	481,147	335,081	128,462
Antifebrin	181,606	69,422	201,759
Antipyrin	218,309	194,738	32,059
Santonin	459	81,278	199,805
Quinine, hydrochlorate of, and sulphate of	244,509	187,721	365,119
Morphine, hydrochlorate of, and sulphate of	6,813,304	1,861,661	1,977,264
Cocaine, hydrochlorate of, and sulphate of	1,289,098	149,185	530,217
Carbonate of guaiacol	45,842	83,399	—
Aniline salt	254,777	3,229	41,211
Alcoholic medicinal preparations (except tincture of opium)	325,295	258,679	138,884
Aromatic chemicals	100,909	83,432	124,422
Tooth powders and other prepared perfumeries	231,035	153,311	55,563
Explosives—			
Dynamite	406,429	749,276	1,057,265
Detonators	7,654	.....	—
Dyes, Pigments, Coatings and Filling Matters—			
Total	20,752,582	11,346,005	9,741,741
Aniline dyes	8,192,226	6,663,958	5,213,265
Other coal-tar dyes	73,016	55,954	37,787
Oxide of cobalt	152,037	236,073	134,758
White lead, red lead and litharge	17,461	5,469	2,627
White zinc	17,192	31,232	42,510
Carbon black	167,792	193,179	239,705
Lacquer	2,371,261	925,532	925,884
Varnishes	140,580	239,432	57,341
Pitch and asphalt	104,152	95,554	49,952
Shoe polishes	94,841	32,905	11,428
Pencils, cased with wood or paper	139,021	87,352	54,134
Inks—			
For printing, liquid or in paste	120,317	186,799	107,558
Other	44,501	35,703	20,115
Paints—			
Ship's bottom paints	213,627	141,871	105,339
Other	104,291	44,140	44,463
Yarns, Threads, Twines, Cordages, and Materials thereof—			
Total	740,889,743	430,562,734	366,635,836
Cotton in the seed	1,028,529	1,129,931	1,072,495
Cotton, ginned	603,543,525	376,635,292	311,730,295
Cotton yarns	3,092,978	798,920	508,587
Hemp, jute and Manila hemp	8,939,732	5,121,558	7,694,081
Linen yarns	16,539	.....	—
Sheep's wool—			
Tops	6,267,336	6,099,969	7,856,554
Other	98,760,911	31,439,299	29,111,165
Woollen or worsted yarns—			
Worsted	2,605,741	5,922	197,613
Other	.....	.....	.....
Mixed yarns of cotton and wool	110,447	.....	9,447
Cocoons	1,823,190	1,348,191	817,371
Wild silk	5,788,797	4,084,741	4,228,687
Artificial silk	412,158	162,729	368,273
Fishing gut	65,589	52,525	61,037
Tissues and Manufactures thereof—			
Total	22,267,617	12,492,420	13,062,011
Tissues of cotton	6,572,232	3,499,443	3,343,912
Tissues of flax, hemp jute	495,990	187,929	449,094
Tissues of wool	10,970,261	4,871,442	3,856,653

IMPORTS INTO JAPAN, ETC.—*Continued.*

	Jan.-June, 1920. Yen.	Jan.-June, 1919. Yen.	Jan.-June, 1918. Yen.
Clothing and Accessories thereof—			
Total	824,314	895,948	523,686
Undershirts and drawers—			
Knitted of wool, or wool and cotton	159,014	99,836	112,148
Other	51,377	67,441	52,088
Gloves	20,196	23,677	10,306
Stockings and socks	26,936	33,541	30,453
Hats, hat bodies, caps—			
Hats, of felt	28,106	145,568	62,469
Hat bodies, of felt	1,495	19,396	42,653
Other	19,172	14,339	11,949
Boots, shoes, slippers, sandals, clogs and the like	208,145	211,341	53,580
Buttons	24,557	19,107	14,985
Buckles, hooks and eyes	33,953	18,024	44,809
Jewellery for personal adornment	36,203	24,147	14,809
Papers, Paper Manufactures, Books and Pictures—			
Total	23,484,606	15,923,504	7,223,627
Pulp for paper-making	10,888,822	3,999,015	2,773,784
Printing paper—			
Weighing 58 grammes per square metre and under	572,912	1,185,617	439,828
Other	2,356,733	3,614,886	439,828
Writing paper	531,324	1,381,915	185,018
Drawing paper	84,701	190,991	67,257
Packing paper	2,723,815	2,085,786	724,294
Match paper	48,519	20,857	30,897
Pasteboard or cardboard	907,175	832,181	340,564
Imitation Japanese paper and tissue paper	792,688	163,893	95,243
Imitation parchment, paraffin paper and wax paper	835,718	493,954	158,722
Other papers—			
Fancy paper	140,294	277,629	305,119
Other	273,763	503,088	206,883
Paper for photographs—			
Bromide and platinum paper	406,703	351,235	227,224
Other	78,956	50,441	49,057
Emery paper	12,281	17,448	6,712
Printed books, copy books, drawing books and periodicals	566,216	480,931	263,356
All other manufactures of paper or pulp	2,263,986	273,637	167,953
Minerals and Manufactures thereof—			
Total	29,660,818	18,864,850	13,619,120
Mineral substances for grinding or polishing	76,200	388,109	169,853
Metal polishes	180,403	78,332	62,143
Grindstones or whetstones, artificial	113,847	568,343	179,963
Precious stones	5,492,807	980,246	683,927
Asbestos and manufactures thereof—			
In lump, powder or fibre	746,990	1,359,710	954,421
Other	315,343	264,295	186,815
Gypsum	93,105	98,591	92,944
Coal	11,603,465	9,621,819	6,883,331
Potteries, Glass and Glass Manufactures—			
Total	2,754,271	2,601,330	1,190,724
Firebricks	70,305	136,462	24,922
Sheet glass	863,507	190,499	61,516
Plate glass	1,011,020	1,459,728	453,388
Ores and Metals—			
Total	154,056,857	108,838,861	153,544,775
Ore, iron	7,320,749	6,081,895	2,979,737
Iron—			
In lumps, ingots, blooms, billets, and slabs—			
Pig iron	25,145,531	17,920,833	19,479,671
Spiegeleisen	.....	.....	1,193

IMPORTS INTO JAPAN, ETC.—*Continued.*

	Jan.-June, 1920. Yen.	Jan.-June, 1919. Yen.	Jan.-June, 1918. Yen.
Ores and Metals—Con.			
In lumps, ingots, blooms, billets, and slabs—*Con.*			
Ferro-manganese	118,908	960,440	243,775
Ferro-silicon and silico-spiegeleisen	127,668	209,547	139,832
Ferro-chrome and other non-malleable iron alloys	137,655	225,778	53,739
Ingots, blooms, billets and slabs	380,011	3,310,979	2,174,531
Keg steel and bamboo steel	.....	4,629	—
Bars, rods, T, angle and the like	29,285,981	23,759,042	53,182,723
Wire rods	4,482,961	6,714,243	3,682,154
Plates and sheets, not coated with metals—			
Checkered	235,800	371,394	206,507
Other	52,321,023	26,832,429	42,145,639
Plates and sheets, galvanized—			
Corrugated	1,273,515	181,477	217,871
Other	3,294,079	325,263	385,613
Plates and sheets, other—			
Tinned iron sheets and tinned steel sheets, ordinary	14,008,455	6,888,051	9,070,387
Other	8,649	3,724	9,979
Wire, not coated with metals	294,278	720,981	856,883
Wire, galvanized	3,495,994	3,322,984	3,260,527
Ribbons	347,334	575,915	549,459
Bands and hoops	1,086,472	1,039,042	1,082,296
Wire rope and twisted wires	152,024	46,201	23,465
Pipes and tubes	7,449,868	6,128,808	7,087,521
Waste and old	2,929,235	3,052,588	6,530,161
Ores and Metals, 2. Others—			
Orés (except iron)—			
Lead	.....	14,692	119,569
Zinc	46,750	1,549,363	1,963,087
Antimony	16,385	98	—
Other	473,072	1,769,359	3,140,727
Platinum	1,099,176	44,399	53,754
Aluminium	1,594,359	1,227,803	414,037
Copper, ingots, etc	20,404,813	513,304	247,886
Lead, ingots, etc	3,953,444	3,093,326	4,952,240
Tin, ingots, etc	3,789,812	2,715,770	4,049,440
Zinc, ingots, plates, etc	1,855,050	1,406,266	647,647
Nickel, ingots, etc	2,968,126	2,574,996	564,408
Metal Manufactures—			
Total	21,285,678	16,754,866	17,706,402
Nails, rivets, screws, bolts and the like—			
Iron nails, not coated with metals	2,772,091	2,274,781	2,889,898
Iron screws	561,269	742,330	402,164
Iron bolts, nuts and washers	306,917	553,360	629,643
Iron rivets	93,607	170,440	264,696
Materials for railway construction rails	9,992,620	7,132,815	8,999,788
Posts and parts thereof and materials for suspending electric lines	17,657	4,126	2,975
Materials for construction of buildings, bridges, vessels, docks, etc	403,715	223,919	750,961
Insulated electric wires armoured with metals	699,928	1,134	10,011
Iron anchors	64,089	48,646	183,744
Iron chains	513,666	609,408	465,001
Cocks and valves	126,250	84,609	49,119
Hinges, hat-hooks and metal fittings for doors, windows, furniture, etc	164,154	106,953	84,267
Mechanics' tools, agricultural implements and parts thereof	1,278,036	921,876	451,694

IMPORTS INTO JAPAN, ETC.—*Continued.*

	Jan.-June, 1920. Yen.	Jan.-June, 1919. Yen.	Jan.-June, 1918. Yen.
Metal Manufactures—Con.			
Drills, bits, reamers and screw taps	332,449	561,707	299,063
Cutlery	70,828	62,264	14,514
Capsules for bottles	23,682	63,623	24,384
Needles and pins	156,571	133,872	59,208
Pens (except gold)	278,451	137,165	93,415
Stoves and radiators	142,388	103,391	25,909
Typewriters and parts thereof	281,592	207,702	156,485
Clocks, Watches, Scientific Instruments, Firearms, Vehicles, Vessels and Machinery—			
Total	62,669,741	58,675,958	33,531,414
Clocks and watches	2,400,105	2,340,341	708,083
Scientific instruments and firearms	3,227,829	2,083,332	1,260,829
Vehicles, etc	19,609,909	9,626,518	7,369,807
Automobiles	2,857,106	2,728,510	1,730,091
Cycles	725,412	260,497	136,196
Machinery—			
Steam boilers and parts thereof	3,039,850	4,403,514	2,337,576
Fuel economizers	99,055	23,818	86,117
Locomotives and tenders	531,211	183,985	100,591
Steam locomotives, portable steam engines and steam road-rollers	41,495	.....	202
Steam turbines	422,280	393,157	198,320
Steam engines	304,800	363,461	144,710
Gas engines, petroleum engines and hot-air engines	1,135,708	661,751	246,596
Water turbines and pelton wheels	86,918	1,025,572	20,464
Dynamos, electric motors, transformers, converters and armatures	2,116,945	2,596,668	1,208,784
Cranes	473,610	311,331	454,941
Dynamos combined with motive machinery	325,948	321,400	112,460
Capstans and other winding machinery	171,763	156,153	156,774
Gas compressors	698,236	564,904	411,489
Sewing machines	3,412,334	1,579,572	1,200,173
Pumps	735,697	733,299	341,783
Blowing machines	84,065	188,016	67,821
Pneumatic tools	292,534	560,658	298,089
Hydraulic presses	325,408	53,519	210,136
Metal or wood-working machinery	6,925,547	5,678,741	2,960,844
Spinning machines	5,671,571	5,903,093	2,879,403
Weaving looms	434,707	966,789	375,201
Tissue finishing machines	188,958	97,679	15,124
Paper-making machines	1,634,777	1,682,108	378,570
Knitting machines	94,525	385,197	36,159
Bee-making machines	121,879	38,040	15,450
Printing machines	214,942	153,950	117,090
Parts of machinery—			
Iron wheels	213,507	130,019	64,893
Rollers	674,965	631,572	289,629
Milling cutters, gear cutters and saws for machinery	563,658	1,272,051	425,927
Iron spindles for spinning or yarn twisting	33,076	86,696	49,716
Card clothing	532,186	980,805	576,221
Endless felt for paper-making	415,414	1,990,645	1,152,726
Endless metal nets for paper-making	52,496	294,945	290,514
Miscellaneous Articles—			
Total	163,288,841	91,141,215	70,394,754
Wood (pine, fir and cedar)	253,234	244,006	132,696
Other (A)	406,887	108,523	92,227
Other (B)	6,310,889	1,342,469	1,823,380
Filaments for incandescent lamps	57,699	38,474	162,448
Carbon for electric lamps	193,709	326,617	180,450

NOTE.—"A" not exceeding 65 millimetres in thickness.
"B" other cedar, pine and fir.

IMPORTS INTO JAPAN, ETC.—*Concluded.*

	Jan.-June, 1920. Yen.	Jan.-June, 1919. Yen.	Jan.-June, 1918. Yen.
Miscellaneous Articles—Con.			
Wood manufactures	134,619	121,823	55,464
Tarred felts, tarred paper and the like	299,709	255,449	189,104
Manufactures of india rubber or gutta-percha—			
Dental rubber	57,881	103,805	55,475
Plates and sheets and tubes	100,407	173,387	93,722
Threads, strips, bands, rings and washers	117,796	120,343	67,277
Toys	58,617	4,234	22,919
Wheat bran	5,417,118	3,703,340	1,371,641

ITALIAN, MINING, QUARRYING, AND METALLURGICAL PRODUCTION FOR 1918-19.

T. Calderini, *in the Office of Trade Commissioner W. McL. Clarke.*

Milan, October 18, 1920.—Among the Italian industries which made most progress during the war was the mining industry. In 1914 this industry comprised 1,062 mines, employed 46,412 workmen, and its output was valued at 96,500,000 lire. As regards the amount of mineral extracted, the sulphur industry came first with 2,371,705 tons of ore, followed by coal and lignite, with 781,358 tons of product; iron ore, with 706,246 tons of ore; iron pyrites, with 335,531 tons; and smaller quantities of asphalt, zinc, and mercury.

VALUE OF 1918 PRODUCTION

In 1918 the number of workmen employed in working the mines was 31,154 inside and 27,717 outside; in the quarries 30,376 workmen were employed, and in the extracting of peat 5,839. The total value of the production of the mines in 1918 is calculated at 369,753,447 lire. The production of lignite was important, being valued at 121,601,706 lire; raw sulphur, 100,573,328 lire; iron pyrites, 28,389,110 lire; iron ore, 24,921,301 lire; zinc, 18,181,929 lire; mercury, 18,684,000 lire; and lead, 17,691,927 lire. The value of the output of the quarries is calculated for the same year at 69,718,437 lire. In this latter amount various kinds of ore 24,921,301 lire; zinc, 18,181,929 lire; mercury, 18,684,000 lire; marble valued at almost an equal amount; worked limestone valued at over 9,000,000 lire; limestone for cement valued at over 5,000,000 lire; clay for bricks, terra-cotta, etc., valued at about 6,000,000 lire; and talc at over 200,000,000 lire. The value of the peat is calculated at 20,159,780 lire.

The Italian mining activity, since 1914, has been directed with more or less success towards the following products: iron, manganese, copper, lead, zinc, gold, antimony, mercury, tin, mixed ores, irn pyrites, anthracite, lignite, ichthyolitic and bituminous schists, sulphur, rock salt, salts from springs, petroleum, carburetted hydrogen gas, mineral waters, asphaltic and bituminous rock, raw bitumen, aluminite, boric acid, graphite.

PRODUCTION OF 1919.

The total output of the Italian mines for 1919 is estimated at 13,643,519 tons. The production of peat amounted to 100,901 tons; asphaltic and bituminous rock and raw bitumen, 78,543 tons; graphite, 7,726 tons; other mining products, 168,783 tons. The amount of the output of the quarries is calculated for the same year at 10,957,026 tons. In this latter amount are included granite and porphyry, 69,475 tons; talc and steatite, 17,550 tons; magnesite 35,930 tons; refractory materials, 54,078 tons; other products from the quarrying industry 10,514,249 tons.

AREAS OF GREATEST PRODUCTION.

The mining industry in Italy is most highly developed in Sicily (the province of Caltanissetta), in Tuscany (the provinces of Florence, Arezzo, and Grosseto), and in Sardinia (the provinces of Cagliari, Sassari, and Iglesias). It is less developed in Lombardy, particularly in the provinces of Bergamo and of Brescia, and in Piedmont, in the province of Turin. An accurate and thorough study of the Italian subsoil has not as yet been made, however, and its possibilities are not wholly known.

STATISTICS OF THE MINING INDUSTRY OF ITALY.

The table given hereunder shows the amounts in tons of the principal products of the mining, quarrying, and metallurgical industries in Italy for the five-year period of 1915-19 as compared with the production in 1913:—

Products.	1913. Tons.	1915. Tons.	1916. Tons.	1917. Tons.	1918. Tons.	1919. Tons.
Iron ore and manganiferous iron	603,116	679,970	946,604	998,632	694,677	450,729
Manganese ores	1,662	12,557	18,147	24,582	31,896	23,592
Copper ores	89,847	74,470	88,475	86,842	82,302	16,393
Lead ores	44,654	41,590	39,460	39,076	37,583	11,937
Zinc ores	158,278	80,622	94,043	79,453	67,116	65,428
Iron and copper pyrites	317,334	369,320	410,290	500,782	482,060	372,474
Mercury (metal)	1,004	985	1,093	1,071	1,038	548
Sulphur and sulphur mineral, ground	406,406	380,240	287,965	230,074	253,390	226,126
Coal and lignite	701,079	953,082	1,305,840	1,722,157	2,171,397	1,158,542
Petroleum	6,572	6,105	7,035	5,668	4,907	4,851
Pig iron	426,754	377,510	467,005	471,188	313,576	239,716
Iron and steel	933,500	1,009,240	1,269,486	1,331,641	992,523	731,823
Copper	2,091	946	860	1,248	1,114	1,243
Zinc	....	.....	258	367	1,188	1,282
Lead	21,674	21,812	24,362	16,237	18,332	16,530
Antimony	76	548	660	535	367	30
Aluminium	874	904	1,226	1,740	1,715	1,673
Marble	509,342	246,883	200,700	234,233	87,483	265,744

The production of iron and steel increased considerably during the war, but fell off again in 1918 and 1919. The production of aluminium about doubled, and that of zinc, none of which was produced in 1913, reached, in 1919, 1,282 tons.

There was a great decrease in the production of marble, which was 509,342 tons in 1913 and only 265,744 tons in 1919.

FINANCIAL CONDITION OF MINING INDUSTRY IN ITALY.

The following table illustrates the number of mining companies in Italy, together with total capital invested in them, from 1912 to June 30, 1919, inclusive:—

Year.	Number of Companies.	Capital. Lire.	Year.	Number of Companies	Capital. Lire.
1912	39	129,622,490	1916	49	164,865,775
1913	41	131,289,390	1917	56	235,486,950
1914	46	145,655,815	1918	75	283,596,950
1915	48	153,541,615	1919 (to June 30)	82	336,806,950

Whereas the capital of the mining companies in Italy increased only from 129,600,000 to 164,800,000 lire from 1912 to 1916, and their number was increased by 10, from January, 1917, to June, 1919, the number of companies increased from 49 to 82, and the total capital increased from 164,800,000 to 336,800,000 lire.

THE BRITISH CANNING INDUSTRY.

(Trade Commissioner Henry F. Grady, London, in United States Commerce Reports.)

The growth of the food-canning industry in Great Britain is commented on from time to time in the British press. This is an industry which has taken on considerable proportions within the past five years, and at the close of a most stringent test provided by five years of war it may rightly be claimed as a national British asset of proved and steadily increasing value.

A great stimulus was undoubtedly given to the canning trade by the war, from which period may be dated the vanishing of that prejudice against preserved foods, which, previous to 1914, was still prevalent in many quarters. While millions of tons of preserved beef were consumed by the armies in the field, there were no cases of ptomaine poisoning. What was known as the Maconochie ration, consisting of canned meat, potatoes, and vegetables easily convertible into an appetizing stew, became extremely popular with the British soldier, as well as Scotch broth, composed of fresh vegetables cut up and mixed with barley.

The British canning industry may be said to date from about 20 years ago. Since that period, while it has developed in many directions, the most remarkable progress is reported to have been made in the canning of fish. The preserving of English fruits likewise has grown into an industry far beyond the hopes of its originators. Previous to this period all the English fruit which was not immediately consumed was converted into jam. Now, however, very large quantities are preserved and are reported to find ready markets, not only in the United Kingdom, but abroad.

FOREIGN DEMAND FOR BRITISH FRUIT—IMPROVED METHODS.

British fruit canners claim that English fruit (principally raspberries, strawberries, and plums) is greatly appreciated and state that the demand is practically unlimited in the Eastern and South African markets, so that English fruit canning, especially for export, is believed to be an enterprise with a very big future. A correspondent writing recently to the London *Daily Telegraph*, mentioned that British fruit producers are now able to compete with countries where the canning trade has long been strongly entrenched. As an indication of the growth of the business it is said that one British firm alone, which started about 10 years ago, with an output of 500 cases, has this past season already packed 10,000 cases of preserved fruit, each containing two dozen cans.

The tremendous development of the canning industry in Great Britain is attributed to the improved methods which have been introduced into it by the perfecting of the processes of sterilization and hermetic sealing. These two essentials have been gradually achieved in practice. The defect caused by soldering on the top has been overcome by the entire abolition of soldering, the can now being closed automatically by means of delicately contrived machinery which crimps the lid over the edge of the tin, while the hermetic sealing is completed by a thin rubber band placed between the two.

The danger from the absorption of tin by the working of acids in the food has been remedied by lining the tin with a specially hardened lacquer capable of resisting the action of the acids. The British canning industry claims to have taken the lead in these new methods of preserving, as many imported canned foods are said still to come unlined. One of the chief advantages gained by the lacquering process, particularly in the case of fruits, is that the contents of the can retain their original flavour.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in Western Division and at Public Elevators in the East; also U.S. Atlantic Seaboard Ports.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending November 5, 1920.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
Fort William—	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
C. P. R.	1,622,199	355,958	178,151	.....	119,408	2,275,716
Empire Elevator Co.	Now operating under a Private Terminal Elevator License.					
Consolidated Elevator Co.	1,159,425	47,875	11,033	43,624	563	1,262,520
Ogilvie Flour Mills Co.	807,323	72,242	69,866	.....	3,464	952,895
Western Terminal Elevator Co.	940,450	90,262	23,134	90,170	4,860	1,148,876
G. T. Pacific	861,929	274,911	43,561	41,369	17,581	1,239,351
Grain Growers' Grain Co.	1,180,299	583,390	119,544	.....	58,242	1,941,475
Fort William Elevator Co.	590,479	176,832	42,361	62,356	21,019	893,047
Eastern Terminal Elevator Co.	Now operating under a Private Terminal Elevator License.					
Northwestern Elevator Co.	625,538	33,645	14,014	43	*29	673,211
Port Arthur—						
Port Arthur Elevator Co.	2,262,382	557,364	215,648	272	51,376	3,087,042
Sask. Co-op. Elevator Co.	2,320,799	177,096	18,367	104,710	23,924	2,644,896
Canadian Government Elevator	358,887	318,934	37,753	235,526	33,739	†884,839
Thunder Bay	Now operating under a Private Terminal Elevator License.					
Davidson and Smith	19,955	3,189	*15	.....	201	25,330
Eastern—Richardson	Now operating under a Private Terminal Elevator License.					
Total Public Terminal Elevators	12,649,665	2,691,698	773,417	578,070	334,348	17,027,198
Total Private Terminal Elevators	1,804,674	987,171	125,289	135,310	53,148	3,105,593
Saskatoon Can. Govt. Elevator	43,906	9,121	181	1,654	.....	54,862
Moosejaw Can. Govt. Elevator	148,603	100,456	.....	1,302	4,257	254,618
Calgary Can. Govt. Elevator	115,253	165,791	11,553	29	6,002	298,628
Vancouver Can. Govt. Elevator	2,574	.....	.....	.....	.....	2,574
Total Interior Terminal Elevators	310,336	275,368	11,734	2,985	10,259	610,682
Depot Harbour			None	in store.		
Midland—						
Aberdeen Elevator Co.			None	in store.		
Midland Elevator Co.	81,191	.....	.....	.....	.....	81,191
Tiffin, G.T.P.	738,944	.....	.....	.....	.....	738,944
Port McNicoll	58,501	287,432	39,722	.....	.....	385,655
Collingwood	.....	.....	.....	.....	.....	–
Goderich—						
Elevator and Transit Co.	74,403	12,047	.....	5,822	.....	92,272
West. Can. Flour Mills Co., Ltd.	243,169	.....	.....	.....	.....	243,169
Toronto—						
Campbell Flour Mills Co.	20,160	.....	3,049	.....	.....	23,209
Kingston—						
Montreal Transportation Co.	.....	.....	.....	.....	.....	–
Commercial Elevator Co.	1,647	14,873	2,805	.....	.....	19,325
Port Colborne Dom. Govt. Elevator	693,498	.....	50,103	.....	.....	743,511
" Maple Leaf Milling Co., Ltd.	110,356	.....	.....	.....	.....	110,356
Prescott	.....	.....	.....	.....	.....	–
Montreal—						
Harbour Commissioners Nos. 1 & 2	2,081,186	573,036	169,106	.....	.....	2,823,328
Montreal Warehousing Co.	362,443	163,856	119,076	.....	.....	645,375
Ogilvie Flour Mills Co.	268,727	.....	4,987	.....	.....	273,714
Quebec Harbour Commissioners	2,629	3,926	.....	.....	.....	6,555
West St. John, N.B., C.P.R.			None	in store.		
St. John, N.B., Can. Nat. Rys.			"	"		
Halifax, N.S., " "			"	"		
Total Public Elevators	5,736,854	1,055,170	388,758	5,822	.....	6,186,604
Country Elevators	17,816,641	5,378,011	1,338,322	825,100	.....	25,358,074
U.S. Atlantic Seaboard Ports—						
Portland, Maine			Not operating.			
Baltimore, Maryland	413,216	.....	.....	.....	50,274	463,490
Total U.S. Atlantic Seaboard Ports	413,216	.....	.....	.....	50,274	463,490
Total quantity in store	37,731,387	10,387,418	2,637,520	1,547,287	448,029	52,751,641

*Overshipped.
†Week ending Oct. 29th, 1920.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Public Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East, for the week ended November 5, 1920.

Grades.	Account Imperial Government	Public Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard		27,373	6,968		34,341
No. 1 Northern		6,710,087	134,655	2,213,174	9,057,916
No. 2 "		2,970,710	67,113	1,361,104	4,218,927
No. 3 "		1,936,731	22,914	654,057	2,613,702
No. 4 Wheat		488,797	5,160	67,816	561,773
No. 5 "		60,739	1,187		61,926
No. 6 "		11,948			11,948
Other		623,280	72,339	440,703	1,136,322
Totals		12,649,665	310,336	4,736,854	17,696,855
Oats—					
No. 1 C.W					
No. 2 "		527,882	103,846	363,675	995,403
No. 3 "		876,926	76,897	373,123	1,326,946
Ex. No. 1 Feed		70,763	8,216	3,821	82,800
No. 1 Feed		239,919	25,090	26,643	291,652
No. 2 "		591,219	4,374	51,188	646,781
Other		384,989	56,945	236,720	678,654
Totals		2,691,698	275,368	1,055,170	4,022,236
Barley—					
No. 3 extra C.W		1,927			1,927
No. 3 C.W		153,767	1,543	246,312	401,622
No. 4 "		243,375	5,480	47,022	295,877
Feed		166,449	390	18,448	185,287
Rejected		106,458		59,932	166,390
Other		101,441	4,321	17,044	122,806
Totals		773,417	11,734	388,758	1,173,909
Flax—					
No. 1 Northwestern Canada		398,659	1,330	5,822	405,811
No. 2 C.W		109,504	1,056		110,560
No. 3 "		39,355	124		39,479
Rejected			475		475
Other		30,552			30,552
Totals		578,070	2,985	5,822	586,877
Rye—					
No. 1 C.W		142,793	5,920		148,713
No. 2 "		144,923	4,244		149,167
No. 3 "					
No Grade		3,169			3,169
Rejected		4,796	19		4,815
Other		38,667	76		38,743
Totals		334,348	10,259		344,607
Total quantity in store		17,027,198	610,682	6,186,604	23,824,484

RAW PRODUCE OF INDIA OFFERED TO CANADA.

An Indian merchant, an agent in Madras, India, desires to export all kinds of Indian raw produce, tanned skins and hides and dry skins, and would like to get into communication with Canadian importing houses. Full particulars can be obtained by addressing the British Department of Overseas Trade, 257-260 Confederation Life Building, Toronto.

Quantity of Wheat and other Grain in store at Public Terminal Elevators, Private Terminal Elevators, Interior Terminal Elevators, Country Elevators, U.S. Atlantic Seaboard Ports and Public Elevators in the East, on November 5, 1920, with comparisons for five years.

—	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
November 5, 1920—			
Public Terminal Elevators	12,649,665	4,377,533	17,027,198
Private " "	1,804,675	1,300,918	3,105,593
Interior " "	310,336	300,346	610,682
Country Elevators	17,816,641	7,541,433	25,358,074
U.S. Atlantic Seaboard Ports	413,216	50,274	463,490
Public Elevators in the East	4,736,854	1,449,750	6,186,604
Total	37,731,387	15,020,254	52,751,641
November 7, 1919—			
Public Terminal Elevators	3,285,851	4,426,233	7,712,084
Interior " "	1,802,586	644,693	2,447,279
Public Elevators in the East	12,758,447	1,906,064	14,664,511
Total	17,846,884	6,976,990	24,823,874
November 8, 1918—			
Public Terminal Elevators	13,532,974	4,269,501	17,802,475
Interior " "	2,533,457	649,384	3,182,841
Public Elevators in the East	5,393,098	1,069,200	6,462,298
Total	21,459,529	5,988,085	27,447,614
November 9, 1917—			
Public Terminal Elevators	7,188,113	5,902,771	13,090,884
Interior " "	327,505	337,779	665,284
Public Elevators in the East	12,200,150	974,623	13,174,773
Total	19,715,768	7,215,173	26,930,941
November 10, 1916—			
Public Terminal Elevators	12,286,478	6,988,996	19,275,474
Interior " "	447,664	113,592	561,256
Public Elevators in the East	6,098,926	9,505,746	15,604,672
Total	18,833,068	16,608,334	35,441,402
November 12, 1915—			
Public Terminal Elevators	18,231,048	4,995,255	23,226,303
Interior " "	220,831	58,183	279,014
Public Elevators in the East	5,498,090	1,841,767	7,339,857
Total	23,949,969	6,895,205	30,845,174

TRADE COMMISSIONER CLARKE'S VISIT TO CANADA.

Mr. W. McL. Clarke, Canadian Trade Commissioner to Italy, who has also carried on special trade investigations for the Department of Trade and Commerce in Spain, Greece, and Egypt, is now visiting Canada. Mr. Clarke expects to go to Western Canada about the middle of November, and Canadian manufacturers or exporters desiring to interview him are requested to communicate with the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

Receipts and Shipments of the different kinds of Canadian Grain at the Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in the Western Division, and Public Elevators in the East; also U.S. Atlantic Seaboard Ports for the week ending November 5, 1920.

PUBLIC TERMINAL ELEVATORS.

		Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Receipts	Rail	5,386,166	793,621	260,714	122,480	113,648	.....	6,676,629
Shipments	Vessel	4,401,609	404,963	271,658	11,640	75,260	.....	5,165,130
	Rail	126,272	165,092	29,176	11,084	2,000	.....	333,624

PRIVATE TERMINAL ELEVATORS.

Receipts	Rail	2,927,795	712,353	108,269	41,737	20,148	.....	3,810,302
Shipments	Vessel	2,543,829	83,232	19,280	15,992	.....	.....	2,662,333
	Rail	209,218	309,022	49,809	.....	.....	.....	568,049

INTERIOR TERMINAL ELEVATORS.

Receipts	Rail	99,729	74,954	5,489	.....	.....	.....	180,172
Shipments	Rail	66,525	34,064	.....	.....	.....	.....	100,589

COUNTRY ELEVATORS, WEST DIVISION.

Receipts	Rail	6,352,264	1,718,068	257,465	208,042	.....	.....	8,535,835
Shipments	Rail	6,047,958	1,846,390	157,827	141,050	.....	.....	8,193,229

PUBLIC ELEVATORS IN THE EAST.

GEORGIAN BAY PORTS.

Receipts	Vessel	1,450,052	659,076	102,448	28,215	.....	.....	2,239,791
Shipments	Rail	1,060,275	520,706	108,657	22,392	.....	.....	1,712,030

LOWER LAKE PORTS.

Receipts	Vessel	643,470	.....	.....	.....	.....	.....	643,470
	Rail	24,796	10,095	821	.....	.....	.....	35,712
Shipments	Vessel	577,233	.....	.....	.....	.....	.....	577,233
	Rail	136,124	18,233	31,286	.....	.....	.....	185,643

ST. LAWRENCE PORTS.

Receipts	Vessel	145,377	163,500	49,431	.....	.....	.....	358,308
	Rail	404,541	482,628	149,712	.....	.....	.....	1,036,881
Shipments	Vessel	982,477	301,175	246,227	.....	.....	.....	1,529,879
	Rail	28,172	58,371	6,151	.....	.....	.....	92,694

SEABOARD PORTS.

Receipts	Rail	.....	.....	.....	.....	.....	.....	.....
Shipments	Vessel	.....	.....	.....	.....	.....	.....	.....

TOTAL, PUBLIC ELEVATORS IN THE EAST.

Receipts	Vessel	2,238,899	822,576	151,879	28,215	.....	.....	3,241,569
	Rail	429,337	492,723	150,533	.....	.....	.....	1,072,593
Shipments	Vessel	1,559,710	301,175	246,227	.....	.....	.....	2,107,112
	Rail	1,224,571	597,310	146,094	22,392	.....	.....	1,990,367

U.S. ATLANTIC SEABOARD PORTS.

Receipts	Rail	437,284	.....	.....	.....	16,447	.....	453,731
Shipments	Vessel	425,682	.....	.....	.....	.....	.....	425,682

Quantities of United States Grain in Store, Received and Shipped at the Public Elevators in the East for the week ending November 5, 1920, in comparison with the same period last year.

	Wheat.	Oats.	Barley.	Rye.	Corn.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Depot Harbour Elevator		154,878			571,752	726,630
Midland, Aberdeen Elev.					179,299	179,299
Midland Elevator Co.	372,486					372,486
Pt. McNicoll, C.P.R.					81,446	81,446
Goderich Elevator and Transit					60,682	60,682
Montreal Harbour Commissioners Elev. 1 and 2	32,392	32,897	1,336	4,672	115,310	186,607
Quebec Harbour Commissioners Elevator					2,697	2,697
Quebec Harbour Commissioners Elevator					* 30,148	30,148
Totals	404,878	187,775	1,336	4,672	1,041,334	1,639,995
Same period last year	110,500	2,536		292,454	3,410	408,900

GEORGIAN BAY PORTS.

	Receipts.		Shipments.	
	Water	Rail	Water	Rail
	Bush.	Bush.	Bush.	Bush.
Oats				13,987
Corn	139,249			143,747
Rye				83,102

ST. LAWRENCE PORTS.

Oats	32,897			
Corn			9,734	1,424
Corn*				* 4,000

*Argentina Grain.

CONSULAR REGULATIONS AND INVOICE REQUIREMENTS OF OTHER COUNTRIES.

Seychelles.

The Governor's Office, Seychelles, furnishes the following information with respect to the invoicing of goods exported to these islands:—

1. The customs authorities do not call for invoices filled out in any special way by Canadian exporters.

2. The information, necessary to be given, comprises full particulars as to value, etc. One copy of the invoice must be produced for inspection.

3. No certificate, shewing origin of goods, is necessary, providing the country of origin is given on the invoice.

4. There are no special regulations affecting bills of lading or marking of packages.

Receipts and Shipments of the Different Kinds of Grain at Fort William and Port Arthur during the two months ended October 31, 1920, and 1918.

	Receipts.								
	Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.	Mixed Grain.	Speltz.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lbs.	Lbs.
September, 1920	12,642,164	816,335	1,041,570	111,147	315,071	99,914	15,026,201	1,721,828	—
October, 1920	31,970,197	4,959,959	1,250,808	456,958	492,487	5,996	39,136,405	4,365,984	10,970
Total, 2 months ended October, 1920	44,612,361	5,776,294	2,292,378	568,105	807,558	105,910	54,162,606	6,087,812	10,970
Total, 2 months ended October, 1919	35,362,392	6,783,889	2,473,780	260,318	396,155	....	45,276,534	8,880,623	—

		Shipments.							
		Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.	Mixed Grains.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Lbs.
September, 1920	Lake	7,761,328	17,857	306,820	145,071	113,233		8,344,309	—
	Rail.	173,447	187,206	209,330	29,160	4,293	37,553	640,989	509,490
October, 1920	Lake	24,934,336	1,555,932	951,281	145,979	361,757		27,949,285	—
	Rail	183,607	756,450	15,523	33,525	1,195	.....	990,300	84,030
Total, 2 months ended October, 1920	Lake	32,695,664	1,573,789	1,258,101	291,050	474,990		36,293,594	—
	Rail.	357,054	943,656	224,853	62,685	5,488	37,553	1,631,289	593,520
Total, 2 months ended October, 1919	Lake	31,775,061	3,357,539	1,591,011	54,140	175,644		36,953,395	875,688
	Rail.	532,316	1,686,969	257,122	72,865	10,748	.....	2,560,020	2,817,245

MARKET FOR BICYCLES IN SOUTH AFRICA.

As in most other countries, the increasing popularity of motor-cycles and automobiles in South Africa has adversely affected the demand for bicycles. There is, however, still a fair market for the last-named machines in the Union, states an American consular report. Nearly all the bicycles sold in the Cape Town consular district are of English manufacture and design, and are imported directly from England by large wholesalers, and then distributed to merchants in the retail trade. They are usually purchased from the manufacturer by the wholesale house without the aid of an intermediary, and are packed and crated for oversea shipment at the factory in as compact a way as possible, about forty bicycles to one cubic ton. This necessitates their being shipped "knocked down," to be assembled and rebuilt after arrival in the country. While the large wholesale houses generally purchase direct from the manufacturer, the smaller dealer, who wishes to import for his own particular use, is often unable to make immediate payment for his purchases, and so utilizes the services of foreign export and commission houses having branches in the Union. Climatic conditions in South Africa seem to necessitate the use of metal rims for bicycle wheels, as wooden rims have been found to warp. The demand for tires appears to be for a 1¾-inch double-tube tire. The South African law does not provide for brakes, but requires a white front light, red rear light, and a bell. Front and rear rim brakes, or a front rim brake with a rear coaster brake are those in chief demand.

Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other Points in the Western Division for the Undermentioned Periods.

	Month of October 1920.	Two Months ended Oct. 1920.	Two Months ended Oct. 1919.
Wheat, Spring—	No.	No.	No.
One Hard	49	99	124
One Hard White Fife	.....	.....	.....
One Man. Northern	13,131	20,467	14,303
Two Man. Northern	7,611	11,930	8,672
Three Man. Northern	7,059	9,875	6,288
Number Four	1,531	2,114	738
Number Five	265	362	230
Number Six	81	93	46
Feed	17	19	49
Smutty	46	61	62
No Grade	661	742	3,353
Rejected	597	1,438	1,904
Condemned	8	8	8
No Established Grade	3	3	.....
No. 1	13	20	23
No. 2	.....	.....	1
No. 3	.....	.....	.....
No. 1 Goose	.....	.....	.....
No. 2 Goose	.....	.....	.....
No. 4 Special	.....	.....	1,276
No. 5 Special	.....	.....	387
No. 6 Special	.....	.....	100
No. 1 Durum	9	27	10
No. 2 Durum	14	52	19
No. 3 Durum	15	46	4
Total Spring Wheat ... Cars.	31,110	47,356	37,597
Total Spring Wheat ... Bush.	58,109,750	*8,011,100	46,996,250
Wheat, Winter—			
One A.R.W	13	27	7
Two A.R.W	1	4	1
Three A.R.W	.....	1	.....
Four R.W	.....	.....	.....
Five Winter	.....	.....	.....
One White Winter	.....	.....	22
Two White Winter	.....	.....	4
Three White Winter	.....	.....	.....
Four White Winter	.....	.....	.....
One Mixed Winter	.....	.....	.....
Two Mixed Winter	.....	.....	.....
Three Mixed Winter	.....	.....	.....
Four White Winter	.....	.....	.....
No Grade	.....	.....	1
Rejected	.....	.....	.....
Smutty White Winter	.....	1	.....
Total Winter Wheat ... Cars.	14	33	35
Total Winter Wheat ... Bush.	171,50	40,425	43,750
Total Wheat ... Cars.	31,124	47,389	37,632
Total Wheat ... Bush.	38,126,900	58,051,525	47,040,000
Oats—			
Extra No. 1 C.W	.....	.....	.....
Number One Canadian Western	1	1	4
Number Two Canadian Western	943	1,177	1,198
Number Three Canadian Western	1,042	1,367	1,514
Extra Number One Feed	126	152	235
Number One Feed	258	325	467
Number Two Feed	524	657	934
Rejected	74	118	193
No Grade	565	615	1,233
Condemned	.....	4	.....
Mixed Grain	98	143	172
Mixed Grain No. 2	.....	.....	.....
Speltz	.....	.....	.....
Total Oats ... Cars.	3,631	4,579	5,950
Total Oats ... Bush.	7,080,450	8,929,050	12,495,000

Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other Points in the Western Division for the Undermentioned Periods.—*Continued.*

		Month of October 1920.	Two Months ended Oct. 1920.	Two Months ended Oct. 1919.
		No.	No.	No.
Barley—				
Number Two C.W.		19	26	5
Number Three Extra C.W.		467	961	901
Number Three C.W.		279	499	692
Number Four C.W.		106	209	222
Rejected		202	260	456
No Grade		1	2	
Condemned				
Smutty				
Feed		118	192	403
Total Barley	Cars	1,192	2,149	2,679
	Bush.	1,609,200	2,901,150	3,616,650
Flaxseed—				
Number One N.W. Canada		423	546	415
Number 2 C.W.		143	158	15
Number 3 C.W.		52	57	5
Rejected		4	9	3
No Grade		2	2	5
Condemned				
Total Flaxseed	Cars	624	772	443
	Bush.	624,000	772,000	443,000
Rye—				
Number 1 C. W.		174	380	7
Number 2 C. W.		200	362	480
Rejected		50	86	174
No Grade		19	24	80
Feed				
Condemned				
Rye	Cars	443	852	741
	Bush.	509,450	979,800	815,100
Corn	Cars			1
	Bush.			1,000
Screenings	Cars	66	89	119
	Bush.	66,000	89,000	119,000
Buckwheat	Cars			1
	Bush.			1,000
Recapitulation.				
Grain—				
Wheat	Cars	31,124	47,389	37,632
	Bush.	38,126,900	58,051,525	47,040,000
Oats	Cars	3,631	4,579	5,950
	Bush.	7,080,450	8,929,050	12,495,000
Barley	Cars	1,192	2,149	2,679
	Bush.	1,609,200	2,901,150	3,616,650
Flaxseed	Cars	624	772	443
	Bush.	624,000	772,000	443,000
Rye	Cars	443	852	741
	Bush.	509,450	979,800	815,100
Screenings	Cars	66	89	119
	Bush	66,000	89,000	119,000
Corn	Cars			1
	Bush			1,000
Buckwheat	Cars			1
	Bush.			1,000
Total grain	Cars	37,080	55,830	47,566
	Bush.	48,016,000	71,722,525	64,530,750
Canadian Pacific Railway, Winnipeg and other points		23,607	35,202	24,594
Canadian Northern Railway		10,362	15,864	15,745
Great Northern Railway, Duluth		16	117	340
Grand Trunk Pacific		3,095	4,647	6,887
Total		37,080	55,830	47,566

Number of Cars of Grain and Total Quantities Inspected at Winnipeg and Other Points in the Western Division for the Undermentioned Periods.

	+Increase −Decrease.	% Increase.
Canadian Pacific Ry., Winnipeg and other points	+10,608	
Canadian Northern Railway	+ 119	
Great Northern Ry., Duluth	− 223	
Grand Trunk Pacific	— 2,240	
Total Increase	8,264	17·37

Recapitulation—Comparative Figures for the two months ending October 31, 1920.

	Total Number of Cars.
1901-2	12,806
1902-3	13,965
1903-4	11,782
1904-5	11,091
1905-6	20,119
1906-7	20,829
1907-8	13,022
1908-9	27,830
1909-10	40,584
1910-11	35,359
1911-12	37,207
1912-13	39,732
1913-14	73,565
1914-15	31,325
1915-16	87,686
1916-17	47,924
1917-18	52,357
1918-19	39,409
1919-20	47,566
1920-21	55,830

FAVOURABLE CONDITIONS ON WEST COAST OF MEXICO.

Recent reports from the west coast of Mexico, says the *United States Commerce Reports*, indicate a greater improvement in agricultural and commercial conditions in that part of the Republic. It is estimated that the sugar crop available for export from the state of Sinaloa alone will exceed 2,000 tons refined, and that in the irrigated sections of Sonora and Sinaloa an increased acreage in garden products, such as tomatoes, lettuce, beans, cabbage, and artichokes is being planted for the American winter market. Improved railroad facilities are anticipated and officials estimate that 15,000 cars of agricultural products will be exported to the United States. Already the trains of the Southern Pacific Railroad are running regularly. Banking facilities, too, have also been greatly improved on the west coast. At the present time the representative of an important New York banking house is there soliciting accounts, and the representative of another bank is expected to arrive in the near future.

NEW INCORPORATIONS.

Dominion.

James Carruthers & Co., Ltd. Incorporators: Francis George Bush, book-keeper; and others—all of Montreal. Capital $1 000,000, divided into 10,000 shares of $100 each. Chief place of business, Montreal.

The Talbot Shoe Co., Ltd. Incorporators: Ernest Erwin Donovan, Jeremiah Aloysius Sullivan and Ernest Nelson Bright of St. Thomas, Ont., manufacturers; and others. Capital $175,000, divided into 1,750 shares of $100 each. Chief place of business, St. Thomas, Ont.

Kilgour Bros., Limited. Incorporators: William Alfred James Case, solicitor; and others—all of Toronto. Capital $2,500,000. Chief place of business, Toronto.

Forged Steel Specialties Company, Limited. Incorporators: Arnold Wainwright, Felix Winfield Hackett, and John de Gaspe Audette, advocates, and others—all of Montreal. Capital $500,000, divided into 5,000 shares of $100 each. Chief place of business, Montreal.

Forged Steel Products Company, Limited. Incorporators: Arnold Wainwright, Felix Winfield Hackett and John de Gaspe Audette, advocates, and others—all of Montreal. Capital $500,000 divided into 5,000 shares of $100 each. Chief place of business, Montreal.

Non-Explosive Corporation of Canada, Limited. Incorporators: James Leith Ross, Arthur Wellesley Holmstead and Arthur Beresford, barristers-at-law, and others—all of Toronto. Capital $150,000. Chief place of business, Toronto.

Bélanger, Freres & Cie., Limitée. Incorporators: Napoléon Bélanger, agent; Joseph Henri Bélanger, insurance agent; and others—all of Hull. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of business, Hull.

The Montreal Preserving Company, Limited. Incorporators: François-Xavier Chatelle, manufacturer; Victor Adrien Tasse, commercial traveller; and others—all of Montreal. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of business, Montreal.

Brantford Computing Scales, Limited. Incorporators: William Thomas Henderson, K.C.; Albert Hawley Boddy, barrister-at-law; and others—all of Brantford. Capital $1,000,000, divided into 10,000 shares of $100 each. Chief place of business, Brantford.

Manitoba.

Howard Manufacturing Company, Limited. Capital $300,000, divided into 3,000 shares of $100 each. Chief place of business, Brandon.

Lake Athapapuskow Minerals, Limited. Capital $1,000,000, divided into 1,000,000 shares of $1 each. Chief place of business, The Pas, Manitoba.

Superior Elevator Company, Limited. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of business, Winnipeg.

Rogers Hide & Fur Company, Limited. Incorporators: John Sherald Rogers, merchant; Edwin Loftus, barrister-at-law; and others—all of Winnipeg. Capital $200,000, divided into 2,000 shares of $100 each. Chief place of business, Winnipeg.

The Standard Machine Company, Limited. Incorporators: John C. McAndrews, sales manager; Robert Watson, merchant; and others—all of Winnipeg. Capital $200,000, divided into 2,000 shares of $100 each. Chief place of business, Winnipeg.

FOREIGN EXCHANGE QUOTATIONS FOR THE WEEK ENDING NOVEMBER 10.

The Foreign Exchange Department of the Bank of Montreal has furnished the following statement of the nominal closing quotations for all the principal exchanges for the week ending November 10. Those for the week ending November 3 are also given for the sake of comparison.

		Parity.	Week ending November 3, 1920.	Week ending November 10, 1920.
Britain	£ 1.00	$4.86	3.78	3.82
France	Fr. 1.	.193	.068	.065
Italy	Lira 1.	.193	.040	.039
Holland	Florin 1.	.402	.334	.335
Belgium	Fr. 1.	.193	.073	.069
Spain	Pes. 1.	.193	.152	.141
Portugal	Esc. 1.	1.08	.156	.147
Switzerland	Fr. 1.	.193	.172	.173
Germany	Mk. 1.	.238	.014	.013
Greece	Dr. 1.	.193	.101	.100
Norway	Kr. 1.	.268	.148	.148
Sweden	Kr. 1.	.268	.213	.212
Denmark	Kr. 1.	.268	.149	.149
Japan	Yen 1.	.498	.561	.560
India	R. 1.	.342	.315	.315
United States	$ 1.	1.00	1.10 5/16	1.12 3/8
Argentina	Pes. 1.	.965	.877	.838
Brazil	Mil. 1.	.546	.193	.182
Roumania	Lei. 1.	.193	.018	.016

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, MONTREAL, WINNIPEG, AMHERST, N.S., and VANCOUVER, or THE SECRETARY OF THE BOARD OF TRADE AT TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, MOOSEJAW, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, ST. MARY'S, ONT., CHAMBRE DE COMMERCE DE MONTREAL, THE LONDON, ONT., CHAMBER OF COMMERCE, THE STRATFORD CHAMBER OF COMMERCE, THE BORDER CHAMBER OF COMMERCE, WINDSOR, ONT., AND KITCHENER MANUFACTURERS' ASSOCIATION.

Cartage Trolleys.

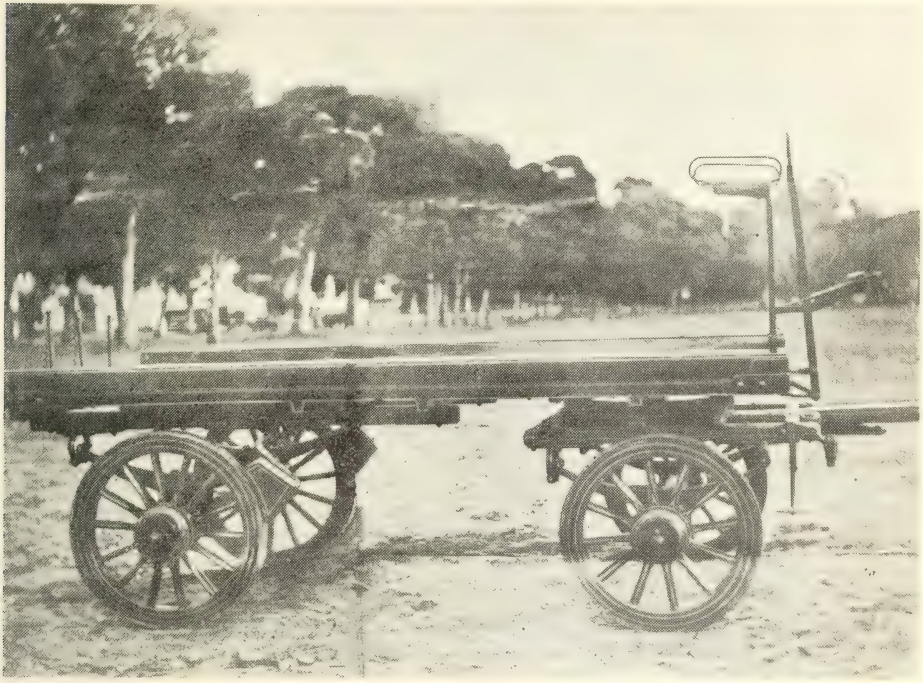
2312. **Demand for cartage trolleys in South Africa.**—Trade Commissioner W. J. Egan, Cape Town, writes as follows under date October 8, on demand for cartage trolleys in South Africa:—

A South African firm operating in a big way the cartage trade of several centres are prepared to purchase from Canada a "trolley" for city freight deliveries.

The attached illustrations show at a glance the class of wagon required and varies from the picture only in the wheels, as shown in the specification. Instead of the old-fashioned wood bush the "Severn" wheel with the metal bush is wanted.

The first demand is for a quotation on fifty trolleys, ten to be supplied for trial and if found satisfactory the order to be placed at once for the balance. The prospective purchasers ask for quotations as follows:—

F.O.B. Canadian port price, and the approximate cost c.i.f. Cape ports. The Elder Dempster Co., Bank of Trade Buildings, Montreal, would supply the information to cover the latter requirements.



Where certain South African woods are called for in the specification, it will be necessary to use well seasoned hickory in place.

An offer for supply of standard wagons built along the lines of the wagon shewn in the illustration and following specification is sure to bring an assured export.

Specification.

Length of trolley, inside measurements, 12 feet.
Width of trolley, inside measurements, 6 feet.
Runners, 3½ in. x 2½ in. (Stinkwood).
Spring bars, 6 ft. 10 in. x 3¼ x 2½ in. Stinkwood and not to be cut down between bolts.
Buck runners, 2¾ x 2½ in., reduced to 1⅝ in. on top with 4 rings and staples each side of trolley. Iron plates on top.
Axles, 4 ft. 1 in. between bushes by 2⅝ in. in Wagon Pattern Bradley.
Springs, hind, 3 ft. 6 in. x 2½ in. with 13 blades two top blades, 7s. 1d.
Springs, front, 3 ft. 1 in. x 2½ in. with 13 blades two top blades, 7s. 1d., remainder 8.
Wheels, hind, 3 ft. 2 in.
Wheels, front, 2 ft. 10 in.
Spokes, 14 each wheel, 2½ in. Assegai.
Felloes, 3½ in. x 2¾ in. White Pear.
Tires, 2¾ in. x ⅝ in.
Axle beds, 4 x 3½ in. (Stinkwood).
Pole, 9 ft. 9 in., Horseway 4 x 3½ at back, reduced to 2½ in square plain bugle with 2 rings. Plated below shaft with 1½ x ¼ iron 4 ft. long from back of shaft for strengthening purposes.
Circle plates, 2 ft. 8 in. in diameter with boss male and female for King Bolt.
Height of hind spring, 5 in.
Height of front spring, 4⅜ in.
Front piece, 2¼ in. x 4½ in, top 3 in. x 2 in.
Swingles with hook and S hook between swingle and hook (Stinkwood).
Seat, 2 ft. with side and back rest. Seat iron square, 1¼ in. x 1¼.
Bolts, ½ x ⅜ in.

Paint blue with 2 in. letters "Hollins & Co., S.A.R. Cartage Contractors," both sides of trolley.
Bushes, 10½ in.—if not procurable 11 in. will do.
Corners to be strong corner plated making buck rails and tail board a fixture.
All cross bars to run full width of trolley and not to be cut down between bolts. Stinkwood.
Front carriage swing bars and 1 cross bars 3 x 2½ in. (Stinkwood).
Screws, ¾ in.
It is also necessary to have a short cross bar running over two hind spring bars but not width of trolley.
Back piece below tail board to have iron plate back and front 3 ft. x 2½ x ¾ in. with strong hook for hauling purposes.

Food Products.

2314. **Butter.**—An importing firm in St. John's, Newfoundland, are open to receive samples and prices of first quality creamery butter.

2314. **Foodstuffs.**—A firm in Port Elizabeth, South Africa, advise they will be glad to receive offers of sale from Canadian exporters in foodstuffs of all kinds.

2315. **Wheat.**—A Rhodesian milling firm are open to purchase Canadian wheat, c.i.f. Beira, Portuguese East Africa; delivery prices required.

2316. **Foodstuffs.**—An importing firm in Salisbury, Rhodesia, will be glad to hear from Canadian exporters of preserved foodstuffs of all kinds; also proprietary lines.

2317. **Produce.**—A Johannesburg produce broker, with branch offices throughout the Union, is interested in any line from Canada which can be worked with a produce range.

2318. **Flour agency.**—A commission merchant and manufacturers' representative in Kingston, Jamaica, who is at present representing some large Canadian and American firms, is desirous of securing a Canadian flour agency in that colony. Good references can be given.

2319. **Canned salmon.**—A commission merchant and manufacturers' representative in Barbados would like to get in touch with Canadian suppliers of canned salmon, either at Halifax, St. John or Montreal.

Metals, Machinery and Hardware.

2320. **Iron ore.**—An old-established firm in Middlesbrough, England, desire to import considerable quantities of iron ore to the River Tees.

2321. **Woodworking and metal-working machinery and small tools.**—A Dutch firm are interested in woodworking and metal-working machinery and small tools.

2322. **Agricultural machinery and implements.**—A Johannesburg firm make agency and purchasing arrangement inquiry in reference to the above lines.

2323. **Metal sheets.**—A Port Elizabeth firm of manufacturers ask for quotations on regular supply of metal sheets in plain and corrugated galvanized iron, black iron, zinc, brass and copper.

2324. **Machinery and supplies.**—A Portuguese East Africa firm with headquarters at Lourenco Marques, Portuguese East Africa, ask for correspondence from Canadian engineering firms prepared for export in machinery and supplies relative to tramways, electric lighting and waterworks enterprises.

2325. **Building materials, bar iron, wire, plain and barbed, etc.**—A Cape Province firm specializing in builders' supplies request catalogues, price lists and correspondence from manufacturers prepared to export.

2326. **Foundry requisites.**—A Johannesburg firm make inquiry for correspondence and other data from manufacturers of foundry requisites.

2327. **Iron and steel goods.**—A Port Elizabeth, Cape Province, firm of importers request offers, catalogues and price lists from manufacturers exporting bar iron, galvanized iron, fencing wire, wire nails, general hardware and steel goods of all kinds.

2328. **Building material.**—A Natal firm specializing in building materials and builders' hardware request correspondence, price lists and catalogues, when possible, from Canadian exporters.

2329. **Engineers' tools.**—A Durban importer of the above line asks for catalogues and correspondence from Canadian manufacturers.

2330. **Hardware, lampware.**—A Durban firm of importers ask for catalogues, price lists etc., on any line of household hardware and lampware.

2331. **Wire.**—A Durban manufacturer with branch factory in Johannesburg is open to buy Canadian wire all grades including copper, brass, nickel, steel, plain, galvanized and tinned wire.

2332. **Piping.**—A Natal manufacturer makes inquiry about supply of piping ⅜-inch to 1¼-inch.

2333. **Household appliances.**—An importing firm in Pretoria, South Africa, specializing in labour-saving appliances request correspondence, catalogues and prices from Canadian exporters.

2334. **Tools.**—A Johannesburg firm request catalogues and price lists for tools of all kinds suitable for hardware department. Catalogues for spades and shovels are also requested.

2335. **Hardware and enamelware.**—A Natal firm of wholesale jobbers will be glad to receive catalogues from Canadian manufacturers prepared for regular export on all lines of hardware and enamelware.

2336. **Hardware.**—A Natal importer of household hardware asks for Canadian catalogues and price lists.

2337. **Builders' hardware.**—A Durban importing firm request catalogues and quotations on builders' hardware of all kinds.

2338. **Hardware tools.**—A firm of hardware dealers in Demerara, British Guiana, wish to stock a full line of hand-tools, such as axes, hammers, etc., and would be glad to get in touch with Canadian manufacturers of same.

2339. **Hardware.**—A Cape Province firm with thirteen branch stores ask for Canadian catalogues, price lists and other information on hardware and iron and steel goods of all kinds.

2340. **Enamelled ware.**—A Pretoria firm ask for catalogues and price lists from Canadian manufacturers exporting hand and hollow-ware.

2341. **Enamelware.**—A Johannesburg firm of importers request catalogues and price lists for enamelware of all kinds.

2342. **Enamelware.**—A large firm of hardware merchants in British Guiana would like to stock Canadian enamelware.

2343. **Brushware.**—A Johannesburg firm of importers request catalogues and price lists for brushware from Canadian manufacturers.

2344. **Household hardware.**—A Johannesburg firm of importers request catalogues and price lists on household hardware of all kinds.

Timber and Timber Products.

2345. **Mechanical wood pulp.**—A reliable Yokohama firm has made inquiries for mechanical wood pulp, 300 to 500 tons per month. Samples and prices wanted immediately.

2346. **Building materials.**—A property converting specialist in Edinburgh desires to get in touch with Canadian manufacturers of building materials who wish to export to Europe.

2347. **Furniture.**—A firm of importers in Salisbury Rhodesia, request catalogues and price lists with full information as to packing methods and space on furniture for both household and office use. Packed k.d.s.

2348. **Lumber and doors.**—A Cape Province firm of importers request offers on lumber and catalogues with price lists on doors and mouldings.

2349. **Furniture, office.**—A Kimberley firm making a specialty of office furniture ask for catalogues, price lists and shipping information from Canadian manufacturers of all kinds of office furniture.

2350. **Furniture.**—An importer in Dundee, Natal, South Africa, asks for catalogues and price lists for all kinds of furniture shipped in the k.d.s.

Miscellaneous Inquiries.

2351-2362. **Barytes, ground.**—Twelve firms in Great Britain are prepared to consider offers of Canadian ground barytes. See article on Demand for Barytes in the United Kingdom on page 1403 in this number of the *Weekly Bulletin.*

2363. **Canned goods; agricultural implements.**—A firm in London, England, who are buying and shipping considerable quantities of goods there and in New York for West Africa and East Africa, where they have their own organization, wish to point out that there is an excellent market in the Kenya colony for Canadian goods such as tinned provisions, fish, fruit, etc., agricultural implements and other lines.

2364. **Stationery, calendars, etc.**—A Cape Province firm of importers will be glad to hear from Canadian manufacturers of any line suitable for this trade.

2365. **Stationery, wrapping paper, twines.**—A Durban firm jobbing the above lines request samples and prices from Canada.

2366. **Publications.**—A Johannesburg firm who specialize in the sale of high class publications for the subscription trade request correspondence from Canadian publishers.

2367. **Novelties and fancy goods.**—A Kimberley, Cape Province, firm of importers ask for catalogues, prices, etc., from manufacturers of novelties and fancy goods.

2368. **Toys and fancy goods.**—A Durban firm of importers ask for catalogues, price lists, etc., on any line of toys and fancy goods.

2369. **Toys and fancy goods.**—A Durban firm request catalogues, price lists, etc., of Canadian-made toys and fancy goods.

2370. **Ship chandlers' stores.**—A Durban firm of ship chandlers request offers, catalogues, price lists, etc., from Canadian exporters manufacturing any article for this class of trade.

PROPOSED SAILINGS FROM CANADIAN PORTS.*

Subject to change without notice.

From Quebec.

To Liverpool.—*Victorian,* C.P.O.S. Line, about November 20; *Empress of France,* C.P.O.S. Line, about November 27.

From Montreal.

To Liverpool.—*Minnedosa,* C.P.O.S. Line, about November 20; *Metagama,* C.P.O.S. Line, about November 24.

To London.—*Grampian,* C.P.O.S. Line, about November 19; *Canadian Trapper,* Canadian Government Merchant Marine, Ltd., about November 20, *Holbrook,* C.P.O.S. Line, about November 27 (via Antwerp); *Dunbridge,* C.P.O.S. Line, about November 28; *Verentia,* Cunard Line, about November 30.

To Glasgow.—*Cabotia,* Cunard Line, about November 17; *Canadian Volunteer,* Canadian Government Merchant Marine, Ltd., about November 20; *Cassandra,* Anchor-Donaldson Line, about November 20; *Pretorian,* C.P.O.S. Line, about November 26; *Dunbridge,* C.P.O.S. Line, about November 28.

**These sailings are not complete, but are compiled from lists of prospective sailings supplied by shipping companies.*

To Southampton.—*Sicilian,* C.P.O.S. Line, about November 24.

To Avonmouth.—*Montezuma,* C.P.O.S. Line, about November 20.

To Cardiff and Swansea.—*Canadian Voyageur,* Canadian Government Merchant Marine, Ltd., about November 20.

To Manchester.—*Manchester Hero,* Manchester Liners, about November 22.

To Dublin.—*Dunaff Head,* Head Line, about November 20.

To Leith.—*Cairndhu,* Thomson Line, about November 20.

To Antwerp.—*Sicilian,* C.P.O.S. Line, about November 24; *Holbrook,* C.P.O.S. Line, about November 27.

To Rotterdam.—*Dunaff Head,* Head Line, about November 20.

To Hamburg.—*Dunaff Head,* Head Line, about November 20.

To Bordeaux.—*Mississippi,* Fracanda Line (Canada Steamship Lines, general agents), about November 25; *Georgie* (Canada Steamship Lines, general agents), about November 29.

To Havre.—*Grampian,* C.P.O.S. Line, about November 19.

To St. John's, Nfld.—*Canadian Sealer,* Canadian Government Merchant Marine, Ltd., about November 16; *Canadian Warrior,* Canadian Government Merchant Marine, Ltd., about November 20; *Corunna,* Canada Steamship Lines, about November 22; *Nevada,* Canada Steamship Lines, about November 24.

To Bilbao.—*Mississippi,* Fracanda Line (Canada Steamship Lines, general agents), about November 25; *Georgie* (Canada Steamship Lines, general agents), about November 29.

To South Africa.—*Benguela,* Elder Dempster Line, about November 25.

To Australasian Ports (Melbourne, Sydney, Auckland, Wellington, and Dunedin).—*Trevalgan,* New Zealand Shipping Co., Ltd., about November 15.

To Montevideo, Buenos Aires, and Rosario.—*Hydaspes,* Houston Line, about November 15.

To Rio de Janeiro, Montevideo, and Buenos Aires.—*Canadian Seigneur,* Canadian Government Merchant Marine, Ltd., about November 18.

To Santiago de Cuba and Kingston (Jamaica).—*Canadian Adventurer,* Canadian Government Merchant Marine, Ltd., about November 10.

From Halifax.

To British West Indies.—*Chaudiere,* Royal Mail Steam Packet Company, about November 26.

To Liverpool.—*Digby,* Furness, Witty & Co., about November 23 (via Newfoundland); *Barymore,* Furness Witty & Co., about November 27; *Canada,* White Star-Dominion Line, about December 5; *Megantic,* White Star-Dominion Line, about December 12; *Canadian Ranger,* Canadian Government Merchant Marine, Ltd., about December 8.

To London.—*Ariano,* Furness Witty & Co., about November 25; *Canadian Aviator,* Canadian Government Merchant Marine, Ltd., about December 1.

To Havana, Cuba.—*Canadian Sailor,* Canadian Government Merchant Marine, Ltd., about November 24.

To Manchester.—*Manchester Hero,* Manchester Liners, about November 27.

To Glasgow.—*Canadian Navigator,* Canadian Government Merchant Marine, Ltd., about December 4.

To Cardiff and Swansea.—*Canadian Otter,* Canadian Government Merchant Marine, Ltd., about December 18.

To Rio de Janeiro, Santos, Montevideo, Buenos Aires.—*Canadian Spinner,* Canadian Government Merchant Marine, Ltd., about December 20.

To Barbados, Trinidad and Demerara.—*Canadian Gunner,* Canadian Government Merchant Marine, Ltd., about November 27.

To St. John's, Newfoundland.—*Canadian Sealer,* Canadian Government Merchant Marine, Ltd., about December 17.

From St. John.

To Liverpool.—*Malita,* C.P.O.S. Line, about December 10; *Empress of Britain,* C.P.O.S. Line, about December 15.

To London.—*Canadian Runner,* Canadian Government Merchant Marine, Ltd., about December 4; *Corsican,* C.P.O.S. Line, about December 11.

To Santiago, Cuba and Kingston, Jamaica.—*Canadian Trader,* Canadian Government Merchant Marine, Ltd., about December 1.

To India via Mediterranean.—*Canadian Conqueror,* Canadian Government Merchant Marine, Ltd., about December 4.

To Havre.—*Corsican,* C.P.O.S. Line, about December 11.

To Southampton.—*Scandinavian,* C.P.O.S. Line, about December 21.

To Karachi, Bombay, Colombo, Madras, Rangoon, Calcutta, Singapore, Batavia and Soerabaya (via Mediterranean).—*Canadian Conqueror,* Canadian Government Merchant Marine, Ltd., and British India Steam Navigation Company, Ltd., joint service, about December 4.

To Australia and New Zealand.—*Sussex,* New Zealand Shipping Co., about December 15.

To Eastern and Far Eastern Ports.—*Swazi,* Ellerman-Bucknalls, about December 10.

From North Sydney.

To St. John's, Nfld.—*Sable I.,* Farquhar & Co., about November 20.

St. Pierre-Miquelon.—*Pro Patria,* Lacroix & Co., agents, November 17; December 1.

From Victoria.

To Yokohama, Kobe, Hong Kong, and Manila.—*Tyndareus,* Blue Funnel Line, about November 17.

From Vancouver, B.C.

To Australia and New Zealand.—*Waikemo,* Canadian-Australasian Royal Mail Line, about November 19; *Canadian Prospector,* Canadian Government Merchant Marine, Ltd., about November 20.

To London, Liverpool, and Glasgow (via Panama Canal).—*Statesman,* Harrison Direct Line, about November 25; *Craftsman,* Harrison Direct Line, about December 25.

To Yokohama, Kobe, Nagasaki, Shanghai, Manila, and Hong Kong.—*Empress of Russia,* C.P.O.S. Line, about November 18; *Empress of Asia,* C.P.O.S. Line, about December 16.

To Yokohama, Kobe, Nagasaki, Shanghai, and Hong Kong.—*Monteagle,* C.P.O.S. Line, about November 27; *Empress of Japan,* C.P.O.S. Line, about December 7.

To Shanghai, Hong Kong, and Singapore.—*Esther Dollar,* Dollar Steamship Lines, about November 20; *Bessie Dollar,* early December.

To Yokohama, Moji and Hong Kong.—*Mattawa,* C.P.O.S. Line, about November 24; *Methven,* C.P.O.S. Line, about January 23.

ACREAGE UNDER CROPS AND NUMBERS OF LIVESTOCK IN IRELAND.

A preliminary statement by the Department of Agriculture and Technical Instruction for Ireland gives the following statistics of the acreage under crops for Ireland: Corn crops, 1,596,268 acres (1919, 1,705,657 acres); green crops, 987,377 acres (1919, 985,279 acres); flax, 127,227 acres (1919, 95,610 acres); fruit, 2,732,984 acres (1919, 2,806,341 acres); hay, 2,518,320 acres (1919, 2,520,090 acres).

The following are the livestock statistics: Cattle, 5,019,837 (1919, 5,029,450); sheep, 3,588,892 (1919, 3,513,345); pigs, 980,078 (1919, 977,963); goats and kids, 247,187 (1919, 233,287); horses, 631,654 (1919, 624,501); mules and jennets, 27,077 (1919, 25,582); asses, 226,367) (1919, 222,469).

SPARE PUBLICATIONS.

The Department of Trade and Commerce has on hand at present spare copies of a considerable number of publications which it would be glad to forward to any one in Canada desiring them, without charge, so long as the supply lasts. In some cases only single copies are available. Applications from libraries, universities, boards of trade or similar organizations will be given the preference. Applications should be addressed to "The Supplies Branch, Department of Trade and Commerce, Ottawa."

The demand for the spare publications heretofore listed has been very great and the supply in many cases exhausted within a day or so of the publication of the *Weekly Bulletin.*

Correspondents should confine their applications solely to the list given below. If other publications are desired a separate letter should be written.

Canada Grain Act, with Amendments, 1912.
Canadian Economic Commission to Siberia, 1919.
Census of Canada:
1901, Vol. 1, Population; 1911, Vol. 2, Religious Origins; 1890-91, Vol. 3; 1890-91, Vol. 4.
Census of Statistics Monthly:
Vols. 7 and 8, 1914-15; Vols. 9 and 10, 1915-16.
China and Japan, 1914.
Chinese Markets for Canadian Products, 1919.
Coal Fields of Nova Scotia, 1909.
Dominion Election Act, 1917.
Final Report of the Fuel Controller, 1919.
German War and its Relation to Canadian Trade, 1914.
Grain Inspection in Canada, 1914.
Handbook for Export to South America, 1915.
Imperial Year Book, 1917-18.
Jubilee of Confederation, 1917. (English).
List of Licensed Elevators and Warehouses, 1919-1920.
Report of the Board of Grain Commissioners for Canada, 1917-1918.
Report on the Need for the Suppression of the Opium Traffic in Canada, 1908.
Royal Commission on Grain Trade in Canada, 1906.
Royal Commission on a Dispute between the Bell Telephone Company and Operators at Toronto, 1907.
Russian Trade, 1916.
Special Trade Commission to Great Britain, France, and Italy, 1916.
The Royal Commission re the Alleged Employment of Aliens by the Pere Marquette Railway in Canada, 1905.
Timber Export Trade of Australia, 1917.
Canadian Economic Commission to Siberia, 1919.
Trade after the War, 1916.
Trade with South China, 1919.
Trading in Spain, 1920.
Trial Shipments of Buckwheat via Panama Canal to the United Kingdom, 1918.
Wholesale Prices of Canada, 1910.

REMOVAL OF SPANISH IMPORT DUTY ON CEMENT.

A cablegram from Trade Commissioner W. M. Strachan, at Madrid, November 4, 1920, published in the *United States Commerce Reports*, states that the Spanish Government has removed the import duty of 0.50 peseta per 100 kilogrammes ($0.043 per 100 pounds) until further notice, effective from December 1, 1920. Cement will be subject to an export duty of 5 gold pesetas per 100 kilogrammes. Peseta=$0.193; 100 kilogrammes=220.46 pounds.)

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Belgium.

A. Stuart Bleakney, Canadian Government Trade Commissioner, 1 Rue de Florence, Brussels. *Cable Address, Canadian.*

Brazil.

Ernest Leonard McColl, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rut Goncalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

H. A. Chisholm, Canadian Government Trade Commissioner, 501 and 502, Teniente Rey 11, Havana. Casa de Corres—Apartado 1290. *Cable Address, Cantracom.*

France.

Hercule Barré, Canadian Government Trade Commissioner, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

George E. Shortt, Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, Via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; office 50-B Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Westminister House, Adderly street, Cape Town. *Cable Address, Cantracom.*

South Eastern Europe.

L. D. Wilgress, Canadian Government Trade Commissioner, c/o Canadian Government Trade Commissioner, Via Carlo Cattaneo 2, Milan. *Cable Address, Care Canadian, Milan.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

G. B. Johnson, Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

W. C. Noxon, Director, Overseas Trade Branch of the Department of Trade and Commerce, 1 Regent Street, S.W. 1, Eng. *Cable Address, Canmission.*

United States.

John A. Cooper, Director Dominion Bureau of Information, 1463 Broadway, New York City.

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:
Bahia, British Consul.
Rio de Janeiro. British Consul General.

Chile:
Valparaiso, British Consul General.

Colombia:
Bogota, British Consul General.

Ecuador:
Quito, British Consul General.
Guayaquil, British Consul.

Egypt:
Alexandria, British Consul General.

France:
Havre, British Consul General.
Marseilles, British Consul General.

India:
Calcutta. Director General of Commercial Intelligence.

Italy:
Genoa, British Consul General.
Milan. British Consul.

Mexico:
Mexico, British Consul General.

Netherlands:
Amsterdam, British Consul.

Panama:
Colon, British Consul.
Panama, British Vice-Consul.

Peru:
Lima, British Vice-Consul.

Portugal:
Lisbon, British Consul.

Spain:
Barcelona, British Consul General.
Madrid, British Consul.

Sweden:
Stockholm, British Consul.

Switzerland:
Geneva, British Consul.

Uruguay:
Monte Video, British Vice-Consul.

Venezuela:
Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 248 St. James Street, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows: H.M. Trade Commissioner: Post Office Box 683, Calcutta, for correspondence: Office address, Allahabad Bank Building, 6 Royal Exchange Place, Calcutta: that of the Commissioner for the Straits Settlements is: Mr. A. F. G. Anderson, H.M. Trade Commissioner, Signapore, Straits Settlements.

LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE DEPARTMENT OF TRADE AND COMMERCE.

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report re Mail Subsidies and Steamship Subventions.
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Report of the Canadian Economic Commission (Siberia), 1919.
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Russian Trade (1916).
Trade of South China (1919).
Trade with China and Japan (1914).
Trading with Spain (1920).
Timber Import Trade of Australia (1917).
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Toy Making in Canada (1916).
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

BUREAU OF STATISTICS PUBLICATIONS.

Annual Report of the Trade of Canada.
Annual Report on the Coal Trade of Canada (1918).
Annual Report on the Grain Trade of Canada.
Beet Sugar Industry (The), (1908).
Canada Year Book (The), (Annual).
Criminal Statistics (Annual).
Directory of the Chemical Industries in Canada (1919).
Monthly Bulletin of Agricultural Statistics.
Monthly Coal Statistics.
Monthly Cold Storage Statistics.
Monthly Report of the Trade of Canada.
Report of the Fifth Census of Canada:
- Vol. I. 1912, Areas and Population by Provinces, Districts and Sub-districts, with introductions, etc. (Out of print.)
- Vol. II, 1913, Religions, Origins, Birthplace, Citizenship etc.
- Vol. III, 1913, Manufactures, 1911.
- Vol. V, 1915, Forest, Fishery, Fur, etc.
- Vol. IV, 1914, Agriculture, 1911 (Out of print.)

Report on the Census of Industry, 1917:
- Part I. Agricultural Statistics.
- Part II. Dairy Factories.
- Part III. Fisheries.
- Part IV. Section I, Lumber, Lath, Shingles, etc.
- Part IV, Section II, Pulp and Paper.
- Other parts in preparation.

Report of Census of Prairie Provinces (Population and Agriculture), 1916.
Report of Conference on Vital Statistics, June, 1918.
Report of Postal Census of Manufactures, 1916.
Special Report on Foreign Born Population.

VOL. XXIII. NOVEMBER 22, 1920 No. 877

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA

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Published by Authority of the Rt. Hon. Sir George E. Foster G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA
THOMAS MULVEY
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1920

12268—1

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa. Monday, November 22, 1920. No. 877.

DISTURBING TRADE CONDITIONS IN AUSTRALIA.

TRADE COMMISSIONER D. H. ROSS.

Melbourne, October 18, 1920.—The unstable financial conditions in Europe and the industrial unrest in Great Britain are being reflected in Australia in a sharp curtailment by financial institutions of credit facilities somewhat freely extended to importers during the last few years.

As outlined in a recent report, the Australian exports for the fiscal year ended on June 30, 1920, reached the record figures of £148,564,523 and exceeded the imports by no less than £34,600,541, but a large portion of the exports was composed of primary products (wheat, flour, meats and wool) for which the Imperial Government had paid—or had made substantial advances thereon—from one to two years ago, hence the Commonwealth has not derived any recent advantage from the huge volume of last year's exportations. The money was received and appropriated at a time when no steamers were available for the transportation of the products oversea, hence the resources of Australian banks in London in recent months were being unduly encroached upon by payments for large shipments of goods—from other countries as well as the United Kingdom—to Commonwealth ports.

For some time bankers have warned importers that the Australian imports of goods (particularly expensive dry goods) other than food products and necessaries, were upon too large a scale, and it would now appear that concerted action has been taken by the banks in suddenly withdrawing the facilities their customers had previously enjoyed.

The action of Australian banks declining to issue "oversea letters of credit" to other than favoured customers in a strong financial position has (at least temporarily if not permanently) completely paralyzed the comparatively new small firms of indentors and manufacturers' agents who started their commercial career during the importing boom caused by the war and its aftermath. As these firms cannot obtain letters of credit (as heretofore) on London, they must remit by cable or draft (if such can be arranged), and this obviously hinders business.

Many new firms, inaugurated in Australia during the period of the war, indulged in rather wild buying of commodities, thus forcing prices unduly since the armistice. In numbers of instances new indent firms imported on their own account, and in this way accumulated capital which has been invested in extending their business so that their reserves are exceedingly limited. It is considered that the attitude of the banks will compel importers, holding speculative stocks, to realize upon their goods and will also check the placing of orders until the financial situation has materially improved.

The dry goods trade is stated to have made heavy losses, particularly in immense stocks of Japanese silks bought as high as 13s. ($3.16) per yard and now unsaleable through recently reduced costs at 6s. ($1.46) per yard.

The amount of gold held by the Commonwealth Treasury at the end of September was £23,294,352, or 43.44 per cent of the government notes in circulation. The Council of the London Chamber of Commerce has cabled to the Associated Chambers of Commerce of Australia asking that body to urge the Commonwealth Government to permit

the exportation of gold in order to improve the exchange situation in London. This request has just been received and, as this mail closes, is receiving the consideration of the executive of the Associated Chambers.

With an excellent season, and the prospect of a huge harvest in view, it is considered by experienced bankers that in from two to three months hence, the financial situation will be much relieved by large shipments of Australian goods and products to oversea markets. While there is at least a temporary lack of confidence, caused by the failure of speculators (and rumours of others impending), it is considered that the curtailment in credits in Australia, at a time when huge stocks are held in bond and when oversea prices generally are falling, will prove to be of ultimate advantage to the country.

AUSTRALIAN MARKET FOR FISH PRODUCTS.

Trade Commissioner D. H. Ross.

Melbourne, Australia, October 18, 1920.—Nearly five years ago a report from this office upon the Australian market for imported fish appeared in *Weekly Bulletin* No. 621, and the outlook for the exploitation of the trade was submitted for the information of Canadian packers, canners and exporters.

Through the incidence of the war, but more particularly on account of the lack of transportation facilities, the report was published at a time when far more important interests were involved. The disabilities then affecting the trade have, to a great extent, been removed through improved and regular shipping connections, and the importance of the Australian market for Canadian fish products has now received due recognition.

In recent months the number of inquiries received from Canada demonstrates renewed interest, hence it has been thought desirable—after further investigation—to revise the previous resumé and to bring the particulars submitted therein up to date. The results of alert observation and exhaustive inquiries upon the 1920-21 Australian fish trade prospects are therefore submitted in the appended paragraphs.

CANADA'S EXCEPTIONAL TRADING POSITION.

With about 100,000 men engaged in Canadian fishing activities, and a large fleet of fine vessels and boats employed in the industry, it is a natural sequence that progressive packers, on both the Pacific and Atlantic coasts of the Dominion, are now directing their attention to distant markets for expansion in their trade. Official investigation has demonstrated that Canada possesses the most extensive fisheries in the world, hence—until a comparatively recent period—it was a remarkable anomaly that, excepting salmon and lobsters, no persistent effort had been made to develop the inshore or coastal industry by canning fish for export oversea. During the period of the war, and chiefly since the Armistice, British Columbia packers, recognizing the advantage of their geographical position, have shown commendable enterprise in canning, and improved methods of preparing, new varieties of fish, besides packing fish products preserved by cold process, for the Australian trade.

While wholesale distributors admit that the new lines of Canadian fish (i.e. eliminating salmon) on the Australian market have improved in quality of preparation and in canning, they also emphasize that the distinct advance achieved should inspire greater efforts towards the marketing of a line of fish products at least equal to the best qualities obtainable from other sources of supply.

VARIETIES OF CANADIAN FISH SOLD IN AUSTRALIA.

Canned salmon from British Columbia and lobsters from Nova Scotia have been well known in the Australian trade for a long period of years. Later, New Brunswick

canned herrings and sardines were introduced, but through inability to make shipment this trade became disorganized and now an effort is being made to restore the former trading connections throughout the Commonwealth.

During the latter period of the war, and more recently, British Columbia packers have exported considerable quantities of herrings—in a variety of forms—smoked salmon, pilchards, etc., to Australia, and admittedly these sea foods have been much improved in the methods of preparation and packing.

From the Atlantic seaboard the trade so far secured in lines of canned chicken haddie and codfish flakes has not attained through several causes anything like the dimensions the quality of these goods merits. Suggestions are made in subsequent paragraphs as to selling much larger quantities in Australia.

Canadian packers realize that the more important Australian fish trade (i.e. in cans) runs largely on well-known brands that have been established on the market over a long period of years but were perforce off the market for several recent years, and at least up to the present, the importations have not assumed anything like their former volume.

That the formidable competition of British Columbia packers is fully recognized, by the packers who held the bulk of the trade prior to the war, is evidenced by their efforts to arrange an exclusive selling combination with the leading wholesale distributors throughout Australia. Should this proposed arrangement be consummated, the chief wholesalers will eliminate from their importations all fish products of a competitive character, obviously to the detriment of British Columbia interests.

EFFECT OF HIGH COST ON SALES OF FISH.

On glancing over the statistical data embodied herein, the first impression to be conveyed is that the Australian market for oversea fish is a declining one, and hence not particularly attractive to Canadian canners and packers.

While it is true that the Australian importations of fish have shown marked contraction generally within a recent period, yet the reduction is capable of ready explanation. During the period of the war speculators (who brought every conceivable line of merchandise that shipping space could be secured for)—as apart from the old established importing houses—purchased considerable quantities of canned fish, and these products have more or less disorganized the regular trade. Some such importations are now being sold at considerably lower prices than present landed cost.

The most important factor leading to the reduction of the Australian importations of fish has been the great advance (through various causes) in the cost—as compared with pre-war prices—of the various lines in the countries of supply. High marine freights and adverse exchange have also tended to appreciate landed costs.

As in other food products, "the cheaper the price the larger the sale," and, once the cost to retail buyers of fish advances beyond their purchasing limit, they substitute other foods. Thus when meat is expensive, the demand for fish increases, hence in recent years Australian consumers have found it more economical to buy meat and other domestic products than imported fish.

AUSTRALIAN IMPORTATIONS OF FISH.

The Australian importations of fish of all kinds during the financial years 1917-18 and 1918-19 (the latest for which official statistics are available) are recapitulated as follows:—

1918-19.	Quantity.	Value.
Fresh or preserved by cold process.. .. ..Lb.	602,920	£ 15,144
Potted, concentrated and caviare.. .. .. "	.....	10,075
Preserved in tins.. .. .. "	6,991,643	345,918
Smoked or dried (not salted).. .. .. "	73,264	7,775
Unspecified fish.. .. ..Cwt.	1,659	8,088
Fresh oysters (from New Zealand) .. .. .. "	2,321	1,617
Total..		£388,617

AUSTRALIAN IMPORTATIONS OF FISH.—*Concluded.*

1917-18.			
Fresh or preserved by cold process	Lb.	1,240,866	£ 26,306
Potted, concentrated and caviare	"	.....	1,300
Preserved in tins	"	16,623,107	788,728
Smoked or dried (not salted)	"	95,280	7,932
Unspecified fish	Cwt.	6,469	27,670
Fresh oysters (from New Zealand)	"	1,583	1,098
Total			£853,034

PRINCIPAL FISH IMPORTING STATES.

The relative importance of each Australian State as a market for imported fish is illustrated in the following schedule based upon the importations during the fiscal year ended June 30, 1919:—

State.	Chief Port.	Value Fish Imports.
New South Wales	Sydney	£231,239
Victoria	Melbourne	86,359
Queensland	Brisbane	40,091
South Australia	Adelaide	18,083
Western Australia	Fremantle	12,442
Tasmania	Hobart	126
Northern Territory	Darwin	277
Total imports		£388,617

PRESERVED FISH IN TINS IN GREAT DEMAND.

The bulk of the value of the imports of fish into Australia is packed in tins or cans which, to a great extent, are sold in the country and at distant interior points that cannot be reached by local fresh fish. The principal lines are salmon from North America, sardines from Norway and Portugal, and herrings—in a variety of forms, in normal years, from the United Kingdom. The quantities and values of the importations for the fiscal years 1917-18 and 1918-19 are, for general information, submitted herewith:—

	1917-18.		1918-19.	
	Quantity. Lb.	Value. £	Quantity. Lb.	Value. £
United Kingdom	76,494	2,720	46,715	2,675
Canada	6,508,425	275,597	4,059,577	184,970
New Zealand	43,194	4,115	87,507	10,003
South African Union	30,928	1,642	.....	—
Straits Settlements	82	4	.....	—
Algeria	558,982	26,504	382,068	25,180
China	127,885	8,176	119,750	8,602
France	.....	.....	218	115
Italy	1,948	184	.....	—
Japan	463,835	24,019	206,567	13,309
Norway	546,363	51,507	6,358	776
Portugal	2,830	128	.....	—
Spain	5,482	337	1,440	143
United States	8,255,950	393,700	2,078,719	100,052
Other foreign countries	709	95	2,724	93
Total importations	16,623,107	788,728	6,991,643	345,918

In the fiscal year of 1914-15 the value of imports of canned fish into Australia from the United Kingdom was £129,310, from Norway, £158,450 and from Portugal £15,814, hence the importations in 1917-18 and 1918-19 can not be depended upon, for comparative purposes, as a basis of the trade under normal conditions.

COMPARISON OF IMPORTS OF CANNED WITH OTHER FISH.

The superlative importance of the Australian trade in canned fish, over all other kinds of imported fish, is pointedly illustrated in the following comparative schedule giving the figures for recent years:—

Imports.	All Other Fish.	Canned Fish.	Total Value.
1914-15	£145,621	£660,693	£806,314
1915-16	158,998	755,286	914,284
1916-17	131,855	715,741	847,596
1917-18	64,306	788,728	853,034
1918-19	42,699	345,918	388,617

The imports from Canada are shown thus:—

Imports.	All Other Fish.	Canned Fish.	Total Value.
1914-15	£ 600	£ 84,985	£ 85,585
1915-16	1,753	133,363	135,116
1916-17	1,202	122,631	123,833
1917-18	2,635	275,597	278,232
1918-19	4,468	184,970	189,438

QUANTITIES AND VALUES OF CANNED FISH IMPORTED.

The following return shows the quantities and values of canned fish imported into Australia in recent years.

Imports.	Quantity.	Value.	Imports.	Quantity.	Value.
1914-15 ..Lb.	21,728,525	£660,693	1917-18 ..Lb.	16,623,107	£788,728
1915-16 .. "	23,894,834	755,286	1918-19 .. "	6,991,643	345,918
1916-17 .. "	19,504,203	715,741			

CANNED SALMON.

The Australian importations of canned salmon from Canada, the United States and Alaska (each shown separately in the trade returns) have, over a long period of years, aggregated large values. This year higher quotations have been ruling on Fraser River sockeye, which is the standard of quality upon which the Australian prices for lower grades of salmon are fixed.

As the result of speculators holding stocks purchased during the period of the war, and the carry-over in supplies imported in previous years, the market for canned salmon in some Australian importing centres, is now considerably disorganized. Sales of salmon held by speculative importers (as apart from wholesale grocery distributors) have recently been made at a substantial reduction on present landed costs, hence the regular importers have this season been particularly conservative in placing orders.

The undoubted prejudice which hitherto existed in Australia against pale-coloured salmon is rapidly disappearing under the influence of lower prices. Hence "Pinks" and more particularly "Cohoes" are entering into the trade competing chiefly with Red Alaska salmon. Importers state that the flavour of the cheaper salmon is satisfactory, and the popular belief that deep red fish alone was palatable is being dispelled.

Salmon is packed in half pound and one pound flat and 1 pound tall cans, in cases containing forty-eight one pound and ninety-six half pound cans. Generally where the same quality is packed in flat cans the price is from 1s. to 2s. (24 to 48 cents) higher than if put up in one pound tall cans.

The line of Chum salmon is imported for the South Pacific Islands trade and is not entered for consumption in Australia.

TINNED OR CANNED HERRINGS IN VARIOUS FORMS.

The Australian demand for canned herrings is second in importance to canned salmon, and it has hitherto been the most popular fish retailed at a low price.

Normally, fresh herrings are imported in about equal quantities of one pound tall and flat cans. Herrings in tomato sauce are imported in half pound and one pound oval cans. Exception was taken to the quality of tomato sauce in the early shipments of Canadian herrings, and while some packers have undoubtedly much improved their sauce, yet others have not been so successful. The Australian consumer has become accustomed to herrings in rich red tomato sauce, hence packers failing in this essential must anticipate a cessation of orders from this market when liberal quantities of the old brands are available.

Kippered herrings in oval cans are always in steady demand, while reference is made to the same line in boxes in a subsequent paragraph.

Choice small red herrings, containing 6, 12, 24 and 100 fish respectively, to the can, find a comparatively limited sale. In normal years a limited quantity of white salted herrings in tins containing respectively, half dozen, one dozen and 2 dozen fish were imported from the United Kingdom, and this trade may be revived.

SARDINES FROM NORWAY.

The importations of sardines from Norway in 1920 are not likely to constitute large figures, as some 40,000 to 50,000 cases arrived in Australia towards the end of the last season, hence this carry-over has to go into consumption before distributors will again be in the market. With the advent of summer (October to March) there should be a speedy depletion of stocks, for this fish enjoys an all-the-year-round demand, but, as is the case with other fish products, the consumption is much larger in warm weather and reaches its apex during the Lenten period.

Norwegian sardines are packed in boxes each containing 100 tins, and their respective sizes are 16, 8, 4 and 2 tins to the pound, the largest demand being for 4 to the pound. Generally, the market preference is for smoked sardines. This line is undoubtedly popular, for not only has it met the taste of consumers, but packers have also materially contributed to the demand through liberal advertising and introducing their product thoroughly to the Australian people.

PORTUGUESE AND CANADIAN SARDINES.

For many years Portuguese sardines had a great vogue throughout Australia and, until the advent of Norwegian competition, practically controlled the Commonwealth trade in this line. Importations from Portugal practically ceased during the war, and only limited quantities are now on the market. The sizes of the tins and case contents are similar to those from Norway.

The initial trade in Canadian sardines could not be proceeded with during the period of the war and more recently through lack of shipping facilities from the Atlantic seaboard (and through other causes), hence the same ground must be diligently gone over by capable Australian representation before the desired results can be attained.

Extreme care in packing in oil of equal quality to that used by European competitors and in dependence upon the continuity of supplies are absolutely essential if Canadian sardines are to be permanently placed on the Australian market.

As in the case of Norwegian, the demand for Canadian sardines could be facilitated by judicious advertising in Australian newspapers.

CANNED OYSTERS.

There is a constant demand for canned oysters throughout Australia and supplies have been imported from the United States over a long period of years, the principal line being Kensett's Imperial brand, which in July, 1920, were quoted in 100-case lots at $2.15 per dozen f.o.b. steamer New York. The net weight of the contents of each can is about 12 ounces, and 4 dozen cans are packed in each case. As an illustration of the appreciation of values, the Kensett line of oysters could be purchased on the same basis in 1915 at 80 cents per dozen cans.

CANNED LOBSTERS FROM NOVA SCOTIA.

Some Nova Scotia canned lobsters of the highest quality have been marketed in Australia over a period of years in competition with inferior (so-called) lobsters from other sources of supply. This high-class trade can only be developed to a comparatively limited extent and this has been achieved by excellent representation which the line has received by which every Australian importing centre is exploited.

SOUTH AFRICAN CANNED LOBSTERS.

For many years, through persistent effort by the packers, South African canned lobsters—in ½-pound and 1-pound cans—have been marketed in Australia. During the war, and since the Armistice, the trade has substantially diminished, but it is now being revived and this product is again in evidence in stores where delicatesse goods are retailed. While admittedly the quality bears no comparison with Canadian lobsters, yet it provides a substitute for the superior quality at a much less cost.

JAPANESE CANNED FISH.

In former years a limited trade was accomplished by Japanese packers who shipped to Australia such lines as whitebait in tall cans (gross weight 16 ounces), crabs in flat cans (gross weight 20 ounces), and prawns and shrimps in flat cans (gross weight 14 ounces). The marked increase in prices has retarded the growth of the trade, and this limited competition does not materially affect the sale of Canadian fish on the Australian market.

POTTED AND CONCENTRATED FISH.

With the exception of small quantities from Canada (aggregating £32) and unspecified foreign countries (£7), the whole of the 1918-19 importations of potted fish—including extracts and caviare—came in about equal proportions from the United Kingdom, China and the United States of America. To a great extent these lines comprise high-class and comparatively expensive delicacies.

The values of the imports in recent years have been as follows:—

	Imports from England.	Total Values.		Imports from England.	Total Values.
1914-15	£38,149	£38,552	1917-18	£ 290	£ 1,360
1915-16	51,258	54,414	**1918-19**	3,721	10,075
1916-17	43,538	44,268			

Through obvious causes, this trade has greatly decreased. The chief countries of origin of the 1918-19 importations were the United Kingdom £3,721, China £3,302, and the United States £3,022.

UNCLASSIFIED FISH.

Unspecified fish—for which there is no species classification—is chiefly composed of salted and dried ling and salt cod. The imports into Australia are shown thus:—

Imports.	Quantity.	Value.	Imports.	Quantity.	Value.
1914-15. . . . . Cwt.	12,389	£26,597	1917-18. . . . . Cwt.	6,469	£27,670
1915-16. . . . . "	8,874	25,099	1918-19. . . . . "	1,659	8,088
1916-17. . . . . . "	8,532	28,649			

The principal countries of origin for the unclassified fish shown in the above return are the United States, the United Kingdom, China, Norway and Canada.

MINOR LINES OF FISH.

In the minor, though not unimportant, lines of canned fish imported into Australia are included anchovies, prawns, shrimps, crabs and whitebait, all of which command a regular sale.

BONELESS SALT CODFISH IN BRICKS.

Unlike ling fish, which is imported in the ordinary natural dressed state, the Australian trade has become accustomed to importing boneless codfish in strips, tablets or bricks, wraped in thin parchment paper, which is the only way retailers will handle it. While supplies in recent years have been limited, there is now a considerable quantity imported chiefly from San Francisco. Boneless cod from the Pacific coast is packed in clean and attractive cases containing 20 bricks each weighing two pounds. The Australian agents for the shippers claim that a special process has been evolved for curing the fish, and they guarantee the quality on delivery to the warehouses of the wholesale buyers.

Independent of the prejudice against the use of preservatives (which necessitates the proportions being clearly stated on the wrapper of each packet), there is a grave risk that in adding any preservative, other than salt, to boneless cod, the pure food laws of the Australian States may be infringed. These laws vary in the several States and are subject to frequent alteration.

Canadian packers who succeed in landing in Australia boneless salt cod of uniform good quality—without the addition of special preservatives—can rely upon a trade which offers every prospect of considerable expansion. In the initial stage only limited quantities should be sent—especially from the Atlantic seaboard—to prove the keeping qualities of the product and the condition in which it lands (after a voyage of say over 10,000 miles) at the chief Australian importing centres.

The fish should be stowed away from boilers, and preferably—where such is available—it might be carried in the refrigerating chamber.

CODFISH FLAKES IN TINS.

Some shipments of canned cod fish in flakes from the Maritime Provinces have come forward in recent months, and have made a marked impression by the undoubted excellence of this fish food, in the evident care in its preparation and packing, and in the attractive tin container which readily meets the eye of retail buyers.

As in other new lines of foods, this product is unknown to the general public, and the only manner in which its merits can be prominently brought before buyers is by judicious newspaper advertising and display cards for the retail stores. By these methods the unknown line of Norwegian sardines was introduced into Australia at a time when Portuguese sardines had a practical monoply of the trade, and when the demand was established the advertising was much curtailed. However estimable codfish flakes may be as a wholesome change of fish diet, the trade cannot be obtained unless the retail buyers are aware of its merits.

The Canadian packers might with advantage emulate the Norwegian example, and their own domestic practice, by advertising their product and in this way create the permanent and recurrent demand which must follow such a campaign, provided of course that the price is competitive with other lines of fish.

CHICKEN HADDIE IN TINS.

The line of Maritime Province chicken haddie, when introduced into Australia at a comparatively recent period, at once caught the appreciation of consumers, both in regard to its quality and its handsome container, but also—in the opinion of retailers who sold it—on account of its strikingly attractive name. The initiation of the business was distinctly encouraging until the customs authorities advised the importers that the term "chicken" as applied to fish was a contravention of the Commerce (Trade Descriptions) Act and future shipments of the fish under that designation could not be permitted.

Whether "chicken haddie" can be successfully marketed under another name is questionable, unless, as in the case of codfish flakes, retail buyers have, through advertising, the merits of this palatable table delicacy brought prominently under their notice.

BRITISH COLUMBIA CANNED PILCHARDS.

In a thorough comparative and practical test—in opening cans, side by side, of the competitive fish—it is considered by expert provision men that one particular line (at least) of British Columbia canned pilchards is in every way equal to the leading lines of fresh herrings generally imported into Australia. In some Australian centres there is, however, a distinct prejudice against the name of "pilchards," which term is also applied to a nondescript variety of fish which, at certain seasons, abound on the Australian coast, and for this reason the designation is a pronounced detriment to expansion of the trade.

At the same time the admitted excellence of British Columbia pilchards is slowly overcoming, to some extent at least, the prejudice against its nomenclature, but the designation will probably continue to retard the sale of the fish. Some importers express the view that if the name of pilchards could be changed into a more pleasing appellation the existing prejudice would be speedily overcome and the sale substantially increased, while other dealers consider that in time the sheer merit of the goods will overcome the general dislike to the name under which they are labelled.

This question is commended to the consideration of the Canadian Fisheries Association, and if action be taken in so far as exports to Australia are concerned, it would be well to have in view the basic principle of the Commonwealth Commerce (Trade Descriptions) Act, under which all imported food products must be true to name.

SALTED MACKEREL.

Wholesale grocers report that some twenty years ago a quantity of salted mackerel was imported in handy kits or tubs, each containing about two dozen extra-quality fish well preserved in brine. The fish came from the United States, but for some reason the trade has entirely ceased. This line may prove of interest to Canadian packers investigating the possibilities of an export business to Australia.

SALT SALMON IN CASKS.

Owing to losses made by importers in previous years, the considerable demand for salted salmon which at one time existed in Australia has diminished to a comparatively limited trade. There is a small trade being done from year to year, and importers claim that if the packers would guarantee the quality on arrival at Australian port of destination a much larger trade could be secured. The salmon is packed in small casks containing 100 pounds of fish suitable for inland transportation and retail trade.

LING FISH POPULAR.

Before the war considerable quantities of salted and dried ling were imported from Great Britain and Norway. This trade is now being revived. The most satisfactory brand came from Norway packed, in its natural dried state, in zinc-lined cases each containing 112 pounds, and the Australian agents guarantee the quality on delivery to importers.

CANADIAN SALT HERRING IN CASKS.

Small shipments of herrings from the Maritime Provinces, which reached the Australian market at various times, have found little favour. As regards appearance, the Canadian herring is admittedly superior to those imported from Great Britain and the Continent, being larger and firmer fish. Unfortunately, the small shipments from Canada arrived in a more or less inferior condition. The curing was not done sufficiently well to enable the fish to stand the long ocean voyage of some 11,000 miles. Some shipments arrived quite "rusty" and necessitated entire repacking on arrival, which obviously prejudiced importers against Canadian herring. The other countries

competing for this trade use very strong brine and add a large portion of coarse salt in each cask, which appears to preserve the fish. The most saleable packages are small, stout casks, securely held together by four strong iron hoops, containing respectively 16 and 22 dozen herring. It is necessary for the exact number of fish as well as the net weight contents of each cask to be marked on the ends. Barrels containing 60 to 70 dozen, such as Nova Scotia packers consigned to this market, are far too large for Australian requirements.

SALT HERRINGS WITH ROE IMPORTED.

Herrings imported from Great Britain, etc., contain "the roe and milk"—the fish being small and rarely fat—and Australian buyers have become accustomed to such packing. Canadian shipments were without the roe and dealers were prejudiced against them. Some importers claim that medium-sized herring from Canada could readily be sold without the roe provided the fish were fat and in good condition. There is a demand for several thousand (small) casks of salt herring for Australia every year. The principal deliveries are made in November, December and January, but oversea purchases are often made six months earlier.

POPULAR BRAND OF HERRING IN AUSTRALIA.

It would be well for Canadian packers of salt herring to follow the lead of one of the most popular brands of herring imported into Australia from oversea. This line is packed in small casks well hooped, with an abundance of coarse salt distributed amongst the fish. The herring from a Nova Scotian point of view, are small and (those submitted for inspection) by no means fat. Each fish contained the roe, and the contents of the casks were 16 dozen and 22 dozen respectively, of a uniform size and splendidly packed.

The net weight of the contents, as well as the number of fish, should always be stencilled on the end of each cask.

RED HERRINGS IN CASKS.

Under another heading in this report, reference has been made to the Australian trade in imported red herrings in tins.

In some importing centres a trade—by no means large—is being done in red herrings, obtained from the United Kingdom, packed in small casks containing 1 cwt. (112 pounds) and 1½ cwt. (168 pounds). The herrings are "half smoked" and salted. When making shipments of other fish, Canadian packers might be disposed to send a sample cask to their Australian customers for comparative purposes. The weight and number of fish in each cask should be stencilled thereon.

FISH PRESERVED BY COLD PROCESS.

As distinct from the trade in canned fish and the comparatively limited demand for salt cod, salt ling, salted herrings and salt salmon distributed by wholesale grocery houses, there is the extensive trade transacted by importers specializing in supplying retail fish shops with fish products preserved (mainly) by cold process, such as kippered herrings, bloaters, finnan haddies, fresh salmon, smoked salmon, and (so called) cod fillets. Some of these varieties have been imported in fair quantities from British Columbia, and the exporters appear to recognize the value of the Australian market by endeavouring to rectify initial errors in packing by conforming to the Australian trade requirements.

With improved steamer connections with Vancouver and Victoria, and increased cold storage facilities, the outlook for a larger trade is promising. Much depends on the care exercised in shipping only the best of each variety of fish, and in meeting

from the outset the competition (which is now becoming more pronounced) from old sources of supply. Up to 1915 practically all the Australian importations of fresh fish preserved by cold process came from the United Kingdom and New Zealand. In addition to a limited quantity of fresh salmon and other fish delicacies from Great Britain must be added the item of cod fillets which were, and are, being imported in cold storage. Fresh blue cod from southern New Zealand comes forward "chilled" and is smoked at Australian port of destination. Smoked blue cod is highly favoured as a table delicacy and supplies are generally available all the year round.

Intermittent shipments of fresh salmon and halibut have been made at Vancouver for Sydney, N.S.W., but for some inexplicable reason—probably the cost of distribution —this trade, which promised considerable expansion, has not yet realized anticipations. With improved transportation now available there are undoubted possibilities for the development of this trade, which could be more readily investigated if this office were supplied with details as to the regularity with which shipments could be made and the landed cost of fresh salmon and halibut at Sydney and Melbourne.

FRESH FISH AND FISH PRESERVED BY COLD PROCESS.

The countries of origin of importations in 1918-19 are shown thus:—

Imports.	Quantity.	Value.
United Kingdom..Lb.	47,177	£ 2,413
Canada.. "	77,428	3,274
New Zealand.. "	474,817	9,373
Other British countries.. "	750	15
Foreign countries.. "	2,748	70
Total, 1918-19..Lb.	602,920	£15,144

The imports in recent years were as follows:—

Imports.	Quantity.	Value.	Imports.	Quantity.	Value.
1914-15..Lb.	3,625,634	£65,741	1917-18..Lb.	1,240,866	£26,306
1915-16.. "	2,886,333	68,676	1918-19.. "	602,920	15,144
1916-17.. "	2,056,664	48,191			

FRESH FLOUNDERS AND SOLES.

There is invariably a good demand for fresh flounders and soles, which, although caught in Australian waters, are not obtainable in sufficient quantities to satisfy requirements. Tasmanian flounders have a large sale in Sydney and Melbourne. In pre-war days English soles were also, to a limited extent, sold by retail fish shops.

The "flat fish" so common in the waters of the Maritime Provinces—and somewhat despised in the domestic market—are (as flounders) highly relished in Australia. If the local prejudice still exists and supplies are cheaply obtained and shipping facilities are available, whereby they could be placed in the refrigerating chambers in fresh and sound condition, the experiment of small shipments to Melbourne and Sydney might be suggested to Canadian packers.

SO-CALLED "SMOKED SHETLAND COD FILLETS."

In normal seasons large quantities of so-called "boneless smoked cod fillets," the product of Scottish fisheries, are shipped from London to the various Australian importing centres. These fillets are generally known to retail buyers as Shetland cod, but experts advise that various kinds of fish are packed and the contents of the boxes are not confined to codfish. The fish is well salted, and, instead of being smoked, it is put through a solution known to fish curers as "essence of smoke," which gives the fillets the appearance of being genuine smoked fish. The fish is invariably shipped in cold storage, and upon arrival at Australian port of destination it is transferred to the refrigerating chambers of the importers from which delivery is made as required.

The British fillets are packed in neat clean boxes (lined with parchment paper) with the names of the packers on the sides, and the ends branded "selected fillets." The net contents of the boxes are 14 pounds, and, in addition to the shipping marks, on the lids is stencilled "produce of Great Britain." As the fish is retailed from the original box, importers lay special stress upon a neat, cleanly and presentable package being necessary to create a favourable impression of the contents.

BRITISH COLUMBIA SMOKED FILLETS.

Possibly from long-established trade preference of the retail buyers for fillets coloured by "essence of smoke," the genuine smoked fish fillets exported from British Columbia are not so highly favoured by consumers. It is stated that there has been an improvement on the initial shipments from British Columbia, but—in the opinion of leading importers in Melbourne and Sydney—more care must be taken in the selection of the fish, and Canadian packers should be prevailed upon to abandon the (more expensive and less satisfactory) method of smoking the fillets and use "essence of smoke" in the preparation of consignments for the Australian market.

In making comparison between the Scottish and British Columbia packing—from cases opened at random—it appeared that the British fillets were "firmer, smaller and thicker," whereas the Canadian fillets were "too long and too thin," for which reason the former undoubtedly gives a better impression to retail buyers, who obviously create the demand which is catered for by importers.

The Canadian fillets are packed in neat, cleanly boxes containing 20 pounds of fish, and it is immaterial whether 14 or 20-pound boxes are used as both sizes are equally saleable. The words "Produce of Canada" should be stencilled on each box.

With the advent of direct cargo steamers, with cold storage space, from Vancouver to Sydney and Melbourne, thereby assuring regular shipments, Australian importers are hopeful that British Columbia packers will be disposed to persevere in their efforts to produce "essence of smoke" fillets of a quality equal in every way to those obtainable from other sources.

With anything like a reasonable landed cost, the trade in this line would greatly exceed the total of all other "boxed" fish combined, and would establish a recurrent export business upon a permanent basis.

SMOKED AND DRIED FISH N.E.I.

The importation of smoked or dried fish—(not otherwise included) not salted—is comparatively limited as is illustrated in the annexed schedule:—

Imports.	Quantity.	Value.	Imports.	Quantity.	Value.
1914-15. . . . . Lb.	345,878	£10,544	1917-18. . . . . Lb.	95,280	£7,932
1915-16. . . . . "	170,988	7,763	1918-19. . . . . "	73,264	7,775
1916-17. . . . . "	166,080	8,590			

SMOKED AND SALTED KIPPERED HERRINGS.

While the Australian demand for kippered herrings is not nearly so large as that for fillets, yet it is the next line in importance and, in the opinion of fish importers, it could be substantially increased. For many years there has been a steady sale for smoked and salted kippers which have been shipped, in cold storage, from London. In pre-war years Australian importers claim that the average contents of a 14-pound box were 69 fish, but more recent shipments averaged 70 fish to the box.

The Canadian kippers, imported into Australia this year, are considered to be quite equal to the British so far as quality is concerned, but larger fish would be much preferred. British Columbia kippers are packed in boxes containing 20 pounds and the number varies from 100 to 112, the average being about 106 fish. The boxes

and marking are in every way satisfactory to importers. Some of the high-class provision stores indicate that the small-sized kippers recently imported were unattractive for their trade, and they had ceased handling the line, but were larger fish offered they could find a considerable outlet for this product. Possibly packers might differentiate in the sizes, and thus ascertain whether the trade would warrant putting on the market larger kippers to suit the special demand indicated. With transportation cold storage facilities available from Montreal (in summer) and St. John (in winter) to principal Australian ports, packers in the Maritime Provinces might also share in this and other lines of boxed fish.

FINNAN HADDIES AND BLOATERS.

Hitherto there has been a comparatively limited importation of selected smoked bloaters, packed in boxes containing 14 pounds net. Unless there is a considerable disparity in the cost, importers consider this trade is relatively unimportant in comparison with fillets and kippers. The British Columbia bloaters received this year are stated by dealers to be in every way equal to those obtained from other sources of supply, and the future possibilities of this line are worth serious attention.

Finnan haddies for a long time did not appear to catch the popular taste and on that account were only imported in small quantities, but importers indicate that the demand is undoubtedly increasing and is now well worth the serious attention of Canadian packers. Until recently the only supplies came to Australia from the United Kingdom, and these haddies have invariably arrived in excellent condition and quality.

The British Columbia haddies, which have only recently entered into the Australian fish trade, have so far been a little too large in size and, in comparison with the British, have not proved satisfactory in quality, but doubtless the quality of the initial shipments can and will be improved.

Some small shipments of Canadian haddies from the Atlantic seaboard have been introduced into the Australian trade in recent months and the quality of this line has proved to be excellent, but—in both British Columbia and Eastern haddies—the trade would prefer that the fish were slightly smaller in size than those recently shipped. British haddies are packed in boxes of 14 pounds net, whereas the Canadian line is packed in boxes containing 15 pounds net.

SMOKED SALMON.

To a comparatively limited extent smoked salmon, in boxes, has been imported into Australia, and dealers consider that a larger trade could be anticipated provided regularity in shipment and the quality could be depended upon, and that the retail price was within the means of average consumers.

CANADIAN BOXES FOR PACKING FISH.

The Australian trade has become accustomed to the British standard box in which fillets, kippers, bloaters, haddies, etc., are packed. These boxes contain 14 pounds net of each variety of fish.

Importers state that they have no objection to the Canadian boxes, the contents of which (as a rule) average 20 pounds net of each variety of fish, but they strongly urge that the Canadian Fisheries Association should determine upon a standard sized box (preferably containing 20 pounds) for export trade. The British Columbia boxes, containing 20 pounds of fish, measure (outside) 19½ by 12 by 6 inches, and they are undoubtedly the best on the market and hence satisfactory in every respect.

As emphasized under a separate heading, all boxed fish is retailed from the original package, hence a neat, cleanly and presentable box is essential to create a favourable impression of its contents, besides being an advertisement to the country of origin.

AUSTRALIAN CUSTOMS DUTIES ON FISH.

The duties imposed under the new Commonwealth tariff, which came into operation on March 20, 1920, have not yet been debated or ratified by Parliament, although the duties are being collected in the meantime.

The intermediate tariff is not yet in operation, as it is dependent upon ratification by Parliament and then as a basis for negotiations which may be entered upon with countries desirous of establishing reciprocal trading arrangements with the Commonwealth. The minimum or preferential duties are now only applicable to fish the produce of the United Kingdom, while all other importations are subject to the general tariff rates.

The present duties upon imported fish are as follows:—

Item 51, Fish, viz.—	U.K. Pref. Tariff.	Intermediate Tariff.	General Tariff.
(A) Fish of all kinds caught from or cured, dried or preserved by any process on board any Australian registered ship fitted out in and sailing from any port in the Commonwealth, and imported in such ship, or imported in any Australian registered tender working in conjunction with such ship..	Free.	Free.	Free.
(B) Fresh, smoked or dried (but not salted) or preserved by cold process.. .. ..per lb.	1d.	1d.	1½d.
(C) Preserved in tins or other airtight vessels, including the weight of liquid contents.. .. ..per lb.	1d.	1½d.	2½d.
(D) Potted or concentrated, including extracts of, and caviare.. .. ..ad val.	25 p.c.	25 p.c.	25 p.c.
(E) Fish, not elsewhere included.. .. ..per cwt.	5s.	6s.	6s.
(F) Oysters, fresh, in the shell.. .. ..per cwt.	2s.	2s.	2s.

DUTY DEMANDED ON EXCESS WEIGHT OF FISH IN TINS.

Representations were made to the Commonwealth Customs Department in regard to obviating the demand made for duty on excess weight of fish contained in cans packed by Canadian canners. The duty on canned fish is computed upon the weight of the fish and liquid contents. Where the actual weight exceeds the reputed (1-pound) weight a concession was made to the following extent: Duty to be charged on reputed or actual weight whichever is higher; but in cases where the actual weight exceeds the reputed weight, an allowance not exceeding one-half ounce on the ordinary 1-pound tin, and one-quarter ounce on the ½-pound tin, may be made in determining the weight for duty. A tin containing over 16 ounces, but not exceeding 16½ ounces to be charged 16 ounces. A tin containing 17 ounces to be charged as 16½ ounces. In the case of reputed weights, it is always advisable to have the actual weight of the net contents printed in clear legible type on the label of each can.

AUSTRALIAN COMMERCE ACT AND CANNED SALMON.

At one time canned salmon was imported into Australia under false labels, irrespective of source of supply or designation of quality. The honest intention of the label should be to describe the product and the locality of production. False labelling is a fraud on the consumer, no matter how the practice may be explained away. Since then the Australian Commerce Act has come into force, the basic principle of which is that all imported (as well as exported) goods must be true to description and to the labels thereon. False labelling is no longer possible, and inferior salmon is not permitted to go into consumption in the Commonwealth under the superlative description of, say, sockeye. Australian legislation prevents inferior food products being palmed off on consumers as prime, and thus a consummation long desired by British Columbia salmon packers was realized.

COMMONWEALTH COMMERCE (TRADE DESCRIPTIONS) ACT.

The regulations under the Commerce (Trade Descriptions) Act of Australia, in relation to food products, are strictly enforced before the goods are passed through the customs. The trade description to be applied shall be in accord with the following provisions:—

(*a*) It shall be in the form of a principal label or brand affixed in a prominent position and in as permanent a manner as practicable to the goods, or where affixture to the goods is impracticable, to the coverings containing the goods; and

(*b*) It shall contain in prominent and legible characters a true description of the goods, and the name of the country or place in which the goods were made or produced; and

(*c*) In cases where any weight or quantity is set out, it shall specify whether the weight or quantity so set out is gross or net.

(*d*) In the case of articles used as food or drink by man, or used in the preparation of articles used as food or drink by man, and containing any deleterious or preservative substance, the trade description shall include a statement setting forth that the articles contain the deleterious or preservative substance, and in the case of preservative substances, the amount thereof per pint or pound weight of the goods.

While the Commonwealth regulations make it optional whether the weight of the net contents is marked on the label of each can of fish, the State Government of New South Wales has recently enforced a regulation that the net weight of the contents of cans of all fish (excluding sardines) must be distinctly stated on the labels and—as that State is the principal Australian market for imported fish—it is advisable that Canadian packers exporting to Australia should comply with the State enactment.

SHIPPING FISH FROM ATLANTIC PORTS TO AUSTRALIA.

Application should be made to the office of the New Zealand Shipping Company, 213 Board of Trade Building, Montreal, for the freight rates from Montreal or St. John to Melbourne and Sydney, with transhipment rates for Adelaide, Fremantle, Hobart, Launceston, Brisbane, and other Australian ports. The steamers usually employed in this trade have ample cold storage or refrigerator space which could likely be utilized for the transportation of perishable fish products outlined in preceding paragraphs. In this way the difficulty of distance is, to a great extent, removed by direct steamer communication and improved methods of transit.

For alternative freight rates (which exclude Australian transhipment charges), particularly to such important ports as Fremantle (Western Australia), Adelaide (South Australia), Brisbane (Queensland), and, in some instances, Hobart (Tasmania), at which the Canadian steamers do not call, application could be made to the offices of the three steamship lines, loading at New York for direct delivery at Australian ports, whose addresses are as follows:—

1. The American and Australian Steamship Line, agents: Messrs. Norton, Lilly and Co., 27 Beaver Street, New York.

2. Commonwealth and Dominion Line Ltd., agents: Messrs. Funch, Edye and Company, Maritime Building, 8-10 Bridge Street, New York.

3. The United States and Australasia Steamship Co., Maritime Building, 8-10 Bridge Street, New York.

SHIPPING FISH FROM BRITISH COLUMBIA PORTS.

For many years British Columbia shippers of fish have had the advantage of direct communication from Vancouver and Victoria to Sydney, N.S.W., by the mail steamers

of the Canadian-Australasian line, by which transhipments are made at Sydney, for other Australian ports. This connection gave Sydney an advantage in receiving direct shipments in cold storage, without incurring the risk attendant on transhipping into coastal steamers with no refrigerating space.

Recently, the Canadian Government Merchant Marine Line announced that they shortly purpose placing steamers—with ample cold storage space for British Columbia exports—on the trans-Pacific run to and from Sydney and Melbourne. This immediately opens up practically a new market as far as Melbourne is concerned (with a population of 750,000), and in the interior cities and towns in the State of Victoria (with a total population of about 1,500,000). From Sydney transhipment could be made to Brisbane and Hobart, and from Melbourne to Adelaide, Fremantle and Launceston.

The advantage of regular and ample refrigerating space for both the British Columbia packers of "boxed" fish and the Australian importers is too apparent to require comment.

HOW TO SEND QUOTATIONS.

In every instance quotations for fish must be supplied upon the basis of "free on board steamer" (f.o.b.) at Montreal, St. John or Vancouver, as the case may be.

In former years fish was frequently quoted to Australian buyers upon a c.i.f. and e. basis, in British currency, at a price which included the cost of the goods, the insurance and marine freight and the bank exchange to port of destination.

Exporters who are disposed to take the trouble of submitting their quotations upon a c.i.f. and e. basis are assured of special consideration being given to their representations for the reason that in doing so buyers can readily compute the landed cost. During the present fluctuating rates of conversion from dollars into sterling and bank exchange, it is possible that exporters can, at the best, only submit f.o.b. quotations or possibly prices can be sent upon a c.i.f. (cost, insurance, freight, eliminating bank exchange) basis.

It may be observed, however, that recently many quotations submitted by cable from Canada and the United States have been upon the dollar f.o.b. steamer basis, leaving the matter of conversion into sterling currency and the bank exchange to be adjusted by the Australian importing house.

INVOICE REQUIREMENTS OF AUSTRALIA CUSTOMS.

While there is only one item subject to ad valorem duties in the Australian customs duties on fish, it is advisable for shippers to direct special attention to the requirements of the Commonwealth Government in regard to the declaration necessary on invoices of all goods shipped to Australia as outlined in *Weekly Bulletin* No. 853 (pages 1229 to 1231), a reprint of which may be obtained on application to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa. Close observation of the regulations will create a favourable impression of Canadian business methods and will also expedite the delivery of the goods at port of destination.

HOW TO OBTAIN THE TRADE.

In addition to the various kinds of Canadian fish being in every way suitable for the trade, it is absolutely essential for packers in the Dominion—not already enjoying capable representation—to arrange for agents to represent them. The services of energetic and reliable agents to exploit the market on behalf of their principals is especially necessary to introduce new lines of goods and to ensure a continuity of business. Such lines as canned and other fish are generally sold upon a commission basis by mercantile brokers with a large clientele of wholesale importers throughout the Commonwealth. By making such an arrangement packers would be

regularly advised of trade requirements and orders would be placed both by cable and through the mails. As in other lines of merchandise, at least the same attention should be paid to oversea trade as is devoted to domestic business.

PAYMENT FOR SHIPMENTS.

Once Canadian food products are proved to be satisfactory, there will be no difficulty for the Australian representatives of exporters to arrange for the payment of all orders sent on behalf of wholesale importers. The method of adjustment can be arranged either by bank credit, by payment through the Canadian, London or New York agents of the buyers, or by a draft drawn by the shippers, supported by shipping documents, direct upon the purchaser.

INQUIRIES INVITED—AUSTRALIAN AGENTS ESSENTIAL.

If Canadian fish packers, especially those not already represented, are interested in the possibilities of their products being marketed in Australia, they are assured of any special inquiries receiving practical investigation and being promptly furnished wth a report upon the trading outlook in regard to their special lines. On request, suggestions will be made in regard to the necessary efficient representation in Australian importing centres.

Extreme caution should be exercised to secure the services of suitable agents, as some Canadian exporters have been anything but successful in placing their representation in Australia. This is mainly caused by appointing totally unsuitable men, who have no knowledge of the goods, and have neither the ability to learn nor the capital to exploit them.

THE BRITISH EMPIRE EXHIBITION.

The Department of Trade and Commerce has received some inquiries regarding the British Empire Exhibition. This Exhibition has been talked of for some years. The Right Honourable Lord Morris, Chairman of the Executive Council of the Exhibition, recently issued a circular letter which contained the following statements:—

"I am desired by His Royal Highness the Prince of Wales to invite your consideration of the following particulars respecting an Exhibition to be held in London in 1923, to celebrate the achievements of the British Empire in the Great War.

"The proposal to hold an inter-Imperial Exhibition in London was initiated by Lord Strathcona about a year before the war, on the outbreak of which the matter fell into abeyance. Since the cessation of hostilities, however, the scheme has been revived, and at a meeting held at the British Empire Club, under the auspices of the British Empire League, on the 20th May, 1919, attended by Ministers, High Commissioners and Agents-General of the Overseas Dominion, a unanimous resolution was passed in favour of holding in London, in the summer of 1921, a Great Exhibition of the manufactures and products of the Empire.

"Since that date a good deal of preliminary work has been done, but it is not anticipated that an Exhibition on the scale contemplated can be held before 1923. The project has now received the warm support of the Imperial Government, who have decided to introduce to Parliament a special Bill to enable them to participate in the guarantee fund. His Majesty the King has graciously accorded his patronage to the Exhibition, and His Royal Highness the Prince of Wales has consented to act as President of the General Committee.

"The site of the Exhibition has not yet been definitely fixed, but the question of a suitable position is being carefully considered in consultation with Mr. J. W. Simpson, President of the Royal Institute of British Architects.

"The Exhibition is not being organized for profit; any surplus which may be available at its close will be devoted to some public or charitable object.

"It will be financed by means of credits obtained from banks on the security of a guarantee fund to which H.M. Government have agreed, subject to the sanction of Parliament, to contribute £100,000.

"The contribution of H.M. Government will be subject to the condition that guarantees from other sources are obtained of not less than £500,000. The consent of any individual guarantor to contribute to the fund will be subject to the same condition and no liability will be incurred unless the fund reaches a total of £500,000. It is the earnest hope of H.R.H. the Prince of Wales and the Executive Council that it may be possible to obtain for a purpose of such importance guarantees of at least £1,000,000. Every effort will be made with that object and if successful the ultimate liability of guarantors, in the event of a call being made, will be proportionately reduced.

"The contribution of H.M. Government is also subject to the following conditions, having for their object the proper control and management of the Exhibition:—

(1) H.M. Government to have the right to approve the choice of a General Manager of the Exhibition.

(2) The Executive Council of the Exhibition to be enlarged and strengthened, the final list to be subject to the approval of the Board of Trade.

(3) All regulations in connection with the exhibition, such as those affecting the participation of the Dominions, India, the Colonies and Protectorates, and the entry of British exhibitors, etc., to be subject to the approval of the Exhibitions Division of the Department of Overseas Trade.

"These conditions have been complied with and the safeguards thereby provided will reduce to a minimum the chance of any call being made upon guarantors."

The meeting was held at the Mansion House, London, on June 7, 1920, to discuss the proposal. The Lord Mayor of London occupied the chair. A letter from the Prince of Wales was read expressing strong approval of the proposal and dwelling upon the importance of having guarantees amounting to one million pounds. The various British Dominions will be asked to guarantee considerable amounts, but it will, of course, rest with each Dominion to decide whether it will guarantee and how much it will guarantee. At the meeting at the Mansion House, Sir George Perley, Canadian High Commissioner, expressed approval of the project. The representative of Australia also expressed approval. Lord Milner said that if the Exhibition is carried out on a big scale it ought to bring home to the people in every part of the Empire the magnitude of the resources of the productive power of all the other parts, but he took the ground that unless the thing can be done on a big scale it should not be done at all. A letter from Right Honourable David Lloyd George was read at this meeting. He said he was unable to attend, but wished he were there to join in asking the meeting to give its whole heart and support to the project.

SUGAR PRICES IN THE UNITED KINGDOM.

The British Food Controller made a recent announcement of certain modifications in the restrictions on the sale of coloured sugars, and also a reduction on the approved retail price for rationed white sugar by 2d. per pound as from November 15, making the price 1s. per pound, until the 27th of the current month. It will be noted that this price is nearly double the retail price of sugar in Canada at the present time.

TRADE NOTES FROM FRANCE.

Trade Commissioner Hercule Barré.

Cost of Living.

Paris, October 20, 1920.—The cost of living is declining more slowly in France than in any of the other allied countries, in spite of determined efforts made by the Government and the press to bring prices down. Although the markets for raw materials have slumped heavily in England and America, French merchants, with their accustomed caution, are refusing to sacrifice stocks of goods purchased at last year's values. As prices are thus higher here than in other countries, the French export trade is falling away heavily, but the business done since the armistice has been so phenomenal that trade is still in a comparatively healthy condition, and failures are as yet unheard of.

Imports and Exports, January to August, 1920.

The following table shows the tremendous increase in exports during the first eight months of the current year as compared with the same period last year, and the consequent reduction in the adverse balance of trade.

IMPORTS.

	1920.	1919.
Foodstuffs	6,118,929,000	6,658,159,000
Raw materials	11,324,485,000	8,338,750,000
Manufactured goods	7,117,781,000	6,746,437,000
Total	24,561,125,000	21,743,346,000

Increase, 3,357,079,000.

EXPORTS.

	1920.	1919.
Foodstuffs	1,299,609,000	624,340,000
Raw materials	3,215,690,000	987,755,000
Manufactured articles	9,226,052,000	3,582,504,000
Miscellaneous	664,787,000	548,619,000
Total	14,406,138,000	5,743,218,000

Up to the present time the only break in the French markets has occurred in the metal and automobile industry. In textiles staples are beginning to show signs of sliding, although novelty goods are coming in for spring at higher prices than ever. The price of steel, iron and casting has dropped 20 per cent this month, and a similar decline is announced in automobiles.

Meat Prices Advance.

The price of meat remains as high as ever on the contrary. In spite of the fact that autumn usually brings lower values, an increase of 25 per cent is noted since June in beef, mutton, veal and pork products. This rise in prices is the direct result of a shortage of domestic stocks that is proving so serious that a return of war-time meat restrictions looms up as a decided menace. In order to avoid taking such stringent measures the Government has issued a decree providing:—

(1) That the slaughtering of calves, lambs and certain other young animals shall be forbidden.

(2) That intensive Government aid shall be given to the importation of frozen and chilled meat. This important step, which will probably mean a large increase in

importations from the United States and Canada, is to be undertaken with the aid of French commercial organizations over which a strict supervision will be maintained by the Government in the interest of the consumers. Regulation of the price of frozen meat is provided for.

The cause of the present shortage is the low standard weight of French cattle, although the quality is still high. Owing to the demand for meat during the war, and the temptation to slaughter calves in order to take advantage of the high prices ruling for leather, the French farmers have killed off a large proportion of their herds. The cattle population now consists of very young beasts and an insufficient number of fully developed heads. Many animals have been slaughtered before they reached the calving age, and the weight of the average steer slaughtered for beef is considerably lower than it was before the war.

While the French herds have been deteriorating in weight, the demand for meat in country districts has increased, and the working population of the cities has begun to consume the best joints instead of the cheaper parts. Add to this the failure of the Germans to replace the stolen cattle so that butchers in the occupied and devastated regions are obliged to purchase their meat in Paris.

The demand thus created opens an opportunity to Canadian cattle raisers who in ordinary times have no chance of competing in this market, as France normally raises enough cattle to supply her own demand and to export a small surplus besides. While other Canadian products are boycotted owing to the depreciation of the franc, the scarcity of meat forces the French importer to consider Canadian prices.

The meat brought into France at the present time is entirely frozen. The French are obliged to reduce expenses to the ultimate limit owing to the toll demanded by exchange, and therefore they cannot afford to pay for live cattle which is always more costly.

In quality the Canadian product appears to be satisfactory. It compared favourably with Normandy cattle which is considered the highest grade in France.

At the present time storage facilities in France are not numerous, but they are being extended with the aid of the Government. So far as current imports are concerned, however, existing plants are able to take care of them all with a little care and manipulation.

Frozen Fish in Demand in France.

The second decree deals with the question of fish. The Government has decided to encourage and extend the fishing industry, by providing better boats and tackle, by improving transportation from the fishing ports to the cities, and finally by the multiplication of Government sales booths in the large cities.

Herein lies an opportunity for the aggressive Canadian fish merchant to aid the French Government in its campaign to lower prices, by introducing frozen fish in France. If they can supply frozen fish in good condition at prices considerably lower than current values for fresh fish, the French public could be educated to use this class of food just as they have learned to use frozen meat. The experiments carried on by the Canadian Government through Major Hugh Green to provide frozen fish for the army in England and France have reached the attention of the authorities here, who ask for details as to the results obtained, and if similar experiments could be tried out in Paris.

The city of Paris already sells foodstuffs through an extensive organization of shacks put here and there in the streets. These "Baraquements" are not fitted with refrigerators, but arrangements might possibly be made to handle frozen fish through them at first if temporary show cases could be set up like those distributed last year by the Canadian Fisheries Association.

Existing cold storage facilities are sufficient to try out the scheme at least, modern plants have been built during the past few years at Lorient, La Rochelle, Paris, and various other centres where fish is handled.

Wheat Crop.

The marked increase in the French wheat crop of 1920, as compared with war harvests, is shown in the following table which has just been compiled by the French Department of Agriculture:—

Year.	Acreage.	Bushels.	Year.	Acreage.	Bushels.
1915	13,723,075	224,613,956	1918	11,121,775	223,479,032
1916	12,575,200	204,593,244	1919	11,509,275	182,488,348
1917	10,478,625	94,361,356	1920	12,135,850	232,729,480

These figures compared favourably with the Canadian yields of wheat estimated at 289,498,000 bushels for the present year, and 193,260,400 bushels for last year. The yield per acre in France this year is 19·1 bushels, as compared with 16·5 bushels in Canada this year and 9·5 bushels for 1915.

New Caledonia Nickel Production.

France possesses in her ocean colony of New Caledonia one of the world's most important nickel sources. Out of the world's total production of 987,809 tons of nickel ore in 1913, no less than 164,406 tons were mined in New Caledonia, or 17 per cent of the total. In the same year Canada smelted 823,403 tons or the remaining 83 per cent. At that time the nickel content produced in New Caledonia amounted to 1,500 tons out of the world's total of 30,000 tons, the remainder being chiefly smelted in Canada. In 1892 France produced 32 per cent of the world's nickel, but the Canadian production has made such strides since that time that the French now only amounts to 5 per cent.

The annual consumption of nickel in French industry amounts to 3,800 tons, which requires imports of over 2,000 tons to make up the deficit.

The following table shows the amount of nickel produced in New Caledonia during the war:—

Year.	Tons.	Francs.	Year.	Tons.	Francs.
1914..	172,000	3,447,000	1917..	30,000	1,472,000
1915..	141,000	2,678,000	1918..	90,000	5,619,000
1916..	105,000	3,558,000			

FASHIONS IN FISH.

(*From Conservation*).

An anomalous condition existed during the recent salmon fishing season on the British Columbia coast, when the Alaska fisheries were shipping their red salmon to British Columbia, while British Columbia fisheries were shipping their pinks and chums to United States canneries. This was due to the lack of a market in Canada for pinks and chums whereas there was a demand for them in the United States.

Red salmon is in demand only because it has been accepted by fashion or usage as its choice. Dr. Edward Prince, Chairman of the Biological Board of Canada, in addressing the Commission of Conservation, said: "When I say that the value of canned salmon rests more on the colour of the meat of the fish than upon its flavour, you see how important it is to know to what the colour is due. The best flavoured salmon on the Pacific coast is least in demand on the market, because the colour is pale. The inferior salmon, of a rich red colour brings the best price, and takes the lead, because of its colour, this having no relation to excellence of flavour or edible superiority."

With pink salmon priced at one-half of the red, we seem to be paying a high price for a preference of colour only, while at the same time we are neglecting a food supply which is available at a very moderate price.

Note.—In connection with the export trade in fish it might pay the canners to systematically advertise the merits of pink salmon in overseas countries.

BRAZIL AS A MARKET FOR CANADIAN PRODUCTS.

Trade Commissioner G. B. Johnson.

V.

Exchange and Selling Terms.

Goods passing in external trade are usually paid for by foreign bills of exchange or drafts drawn by the exporter on the importer. In some cases it may be desirable that such drafts should be drawn in the currency of the importing country. So far as Canadian trade with Brazil is concerned this is not necessary, and in view of the rapid fluctuation of Brazilian exchange, is undesirable.

Occasionally a firm launching out on export trade appear to have the impression that in quoting, for example, $1,000 Canadian currency for certain goods, owing to fluctuations in exchange between Canada and Brazil (or what is at present more correct to say, between the United States and Brazil) they will receive not $1,000, but some amount under or over that figure. Such is not the case. A sight draft for $1,000 Canadian currency, drawn on the importer in Brazil, will yield in due course $1,000 at the exporter's bank in Canada, less perhaps the collecting bank's commission, no matter what fluctuations may occur in the exchange rate between the two countries. The exchange rate affects the importer alone, who meets the draft by paying to his local bank the equivalent amount in local currency at the bank's selling rate for bills on New York, less the discount on Canadian funds in New York. All risk is borne by the importer.

There is not as yet sufficient market demand for bills of exchange on Montreal, or vice versa, for bills on Rio de Janeiro, to provide direct exchange quotations between Brazil and Canada. Before the present year (1920) trade between the two countries has been small, and most of such trade and its financing have passed through New York. Goods shipped abroad can only be paid for in one of two ways, by a remittance in gold, the international currency, or by bills of exchange. If the general trade between the two countries is too small to make it convenient for bankers to quote direct exchange rates then recourse must be had to a financial centre in another country which has a large trade with the other two countries and with which exchange quotations are available from day to day. Payment, then, is effected by a double transaction through this financial centre. New York for geographical reasons, and because it is the financial centre of a country trading actively with both Canada and Brazil, has been convenient for this purpose. It is a certainty that if trade between Canada and Brazil develops as is anticipated the market in Brazil will soon become familiar with Canadian funds, and as soon as there is sufficient movement they will be quoted generally, as is the case with the money of the countries trading actively with Brazil.

To arrive therefore at present at the amount of Brazilian currency necessary to meet a Canadian dollar draft, it is necessary for the banker in Brazil to deduct the prevailing discount on Canadian funds in New York. That is, if a sight draft for $1,000 on New York be sold for 5:000$000 (5 contos of reis or 5,000 milreis) and the discount on Canadian funds in New York is 10 per cent, the banker will sell a sight draft in Canadian funds for 4:500$000 (4 contos, 500 milreis.) This double conversion will always be necessary so long as Canadian funds are not quoted in Rio de Janeiro. The extent that Canadian funds are at a discount in the United Sttes measures the advantage that Canadian exporters enjoy in this market, and all other overseas markets, in competition with United States exporters. At the time of writing that advantage is about 12 per cent, and has been as high during the past few months as 17 per cent or more. Information regarding this rate is of course available at any bank in Canada from day to day. This margin of 12 per cent or more may be large enough to allow the Canadian to undersell his American competitor in Brazil; or to exactly meet or

approach his price (to the buyer in milreis) and so pay or help to pay for possible higher cost of production in Canada. Furthermore it enables the Canadian company who can manufacture as well and cheaply as the American not only to undersell the latter, but secure a greater profit as well, not forgetting of course, in the latter case, possible competition from Germany and other countries.

For example. The rate of exchange on New York to-day for sight drafts is about 5$200 per dollar (5 milreis and 200 reis per dollar), and the Canadian rate on New York is $1.12 to the dollar, a premium on American funds in Canada of 12 per cent. An importer here will meet to-day a Canadian sight draft of $1,000 by paying to his bank the amount of local currency to produce $1,000 in Canada, that is 5:200$ (5 contos, 200 milreis) less 12 per cent corresponding to the premium on United States funds in Canada, or 624$, making 4:576$. The same importer, to meet an American sight draft for $1,000, would have to pay 5:200$. The difference then of 624$ in favour of the Canadian quotation is a substantial one, and would always induce a buyer here to place his order in Canada for goods of the same quality and delivery.

Some Canadian bankers and others hold the view that it is desirable for Canadian exporters to quote in United States currency. Others hold the contrary view. Under certain conditions the writer believes that quotations to Brazil importers might better be in United States funds.

If Brazil were another part of the British Empire, then it would probably be a mistake to quote in United States currency—one part of the British Empire quoting to another part in the currency of a foreign country. Added to this is the objection that a quotation in United States money suggests the possibility of the company concerned being dominated by United States interests.

The advantage, however, in quoting in United States money, in certain cases only—and these must be judged on their own merits—is that such a quotation, made on a competitive basis against United States exporters of the same commodities, and decidedly not with the object of getting an additional profit due to the premium on American funds in Canada, gives the importer in the foreign country at once a true indication of what the goods will cost him in comparison with similar goods made in the United States. If the native importer were familiar with Canada and the Canadian dollar, and took the trouble to telephone to his bank to find out the discount on Canadian funds in New York, this argument would fall to the ground. But in most foreign countries the Canadian dollar is not known, and its discount in the United States not readily ascertained, and a quotation in Canadian currency would appear to most importers, apart from English importing houses in the foreign country, and houses acting as agents, to be in American currency; to be in fact higher, in comparison with a United States quotation, than it actually is.

For example, if a manufacturer of sewing machines in Canada, whose export price is $112 Canadian currency, f.o.b. vessel, Montreal, is quoting to a number of native importers in Brazil, and the same people receive from an American manufacturer a f.o.b. price New York for a similar article, of $100 United States currency, then on the assumption that United States funds are at a premium of 12 per cent in Canada, it is not difficult to see, assuming that the importers are not familiar with the Canadian dollar or its depreciation in the United States, where they would place their orders, although the two quotations are identical. Of course if the Canadian quotes in United States currency the same figure that would allow him a reasonable profit if quoted in Canadian money, in order to reap a still greater profit on exchange, he is merely cutting his own throat so far as export competitive business is concerned, because his machine will be far too costly to the prospective buyer for him to even consider. For instance in the above case if the Canadian manufacturer quotes $112 United States in order to reap his ordinary export profit, and $13.44 additional on exchange, instead of $112 Canadian or its equivalent $100 United States, no importing firm of course would consider such a quotation against a United States product of similar quality and delivery at $100 United States.

In quoting therefore to numbers of foreign importers who are not likely to know the Canadian dollar or its relation to that of the United States, and in products in which American firms are competitors, quotations might well be in the United States equivalent of the Canadian export price, for the object only of clearly demonstrating the true price to the foreign customers, and not with the object of making money on exchange. Naturally some allowance, in quoting United States funds, should be made for a possible rise, or approach towards parity, in Canadian exchange with United States between the date of quotation and the date of payment, so that the exporter will not be taking undue risk of receiving less Canadian money than he anticipated on eventually receiving payment.

In this connection it should be understood that a great part of the overseas trade of the world, particularly in the newer or more undeveloped countries, is in the hands of old-established and usually wealthy English general import and export merchants. A considerable part is in the hands of native merchants in a large way of business. To such firms and of course to agents, quotations in Canadian currency are sufficient and highly desirable. But large numbers of smaller houses are also in this business, and to many of these, while the currency of the United States is familiar, that of Canada and its present relation to the United States dollar is probably unknown. In fact it is probably not an exaggeration to say that to such firms such knowledge of Canada is as vague as the knowledge that the average business man in Canada is likely to have concerning the Hong Kong and Shanghai dollar, and the relation between them.

SELLING TERMS.

If a permanent trade with Brazil is to be developed, it will be necessary as a rule and in most commodities for Canadian exporters to accord time. The exaction of cash against documents at port of shipment or cash against documents at port of entry implies a lack of confidence which is justly resented by South American merchants of known responsibility. There may have been some reason for this attitude before the establishment in Brazil of branches of Canadian banking institutions. Large branches of a Canadian bank (the Royal Bank of Canada) are now established in Rio, Sao Paulo and Santos (and the early establishment of others is contemplated), which furnish credit facilities which should permit Canadian exporters and manufacturers granting to Brazilian houses of proven responsibility the same relative credit terms accorded to houses of similar standing in Canada.

In the words, largely, of the assistant cashier of the National City Bank of New York, altered where applicable to Canadian conditions, it will be necessary, if a permanent business is to be developed with Brazil, that terms of from 60 to 150 days be given to responsible firms. Probably most business is done on a basis of 90 days sight draft, or 120 days date draft. The average European terms accorded before the war were 180 days, and with a return of European competition Brazil business will naturally gravitate to the country which offers the best facilities for payment. Brazil merchants are averse from making changes of channels of trade once established. These trade channels were blocked and diverted during the war and have not yet been reconstructed, so that the present time is particularly opportune for Canadian exporters to build such a trade channel with Brazil.

It must be remembered that the South American merchant is some thousands of miles removed from his sources of supply, and whatever time is accorded him does not commence until after the arrival, in fact until after the release from the customs in his own country, of the merchandise ordered, as at times it takes from five days to two or three weeks to effect release. It should, furthermore, be borne in mind that a request for an extension of a few days or weeks in payment does not necessarily imply that the foreign firm is short of funds. In the great majority of instances this simply means that as the dollar draft must be met in the currency

of the country, the exchange rate at the date of maturity is unfavourable, and the merchant wishes an additional period in the hope that exchange in the interim may swing back to a figure which will enable him to meet the draft on more favourable terms. For this extra term he willingly pays interest. South American merchants are all students of exchange, as they are constantly meeting drafts in the various currencies of the world.

MARKET FOR HYDRO-ELECTRIC POWER EQUIPMENT IN JAPAN.

Trade Commissioner A. E. Bryan.

Yokohama, October 19, 1920.—It is reported in this morning's press that the Imperial Government Railways have decided to continue its plan for the building of the big power plant at Akabane, near Tokoyo, which will be completed in 1922. The power obtained from this plant will be used by the Imperial Government Railways for electrifying certain sections of the Imperial Railways radiating from Tokoyo. The Purchasing Department have just sent instructions to its inspectors in New York to purchase the necessary equipment, and Canadian firms in a position to supply Hydro-Electric equipment should lose no time in getting in touch with the Japanese inspectors resident in New York. Their address can be obtained on application to the Department of Trade and Commerce, quoting File No. T. C.-1-121.

COMMERCIAL NOTES FROM JAPAN.

Trade Commissioner A. E. Bryan.

Production of Paper in Japan for Half-year.

With reference to previous articles that have appeared in the *Weekly Bulletin* on this subject, the following translation from the *Chugai Shogyo* will be of interest:—"From 1915 to June 30, this year 281 new paper manufacturing companies, having a total capital of 107,647,000 yen, were established here, but as a result of the economic depression since March, the majority of the new concerns have been dissolved. Since 1914 old paper mills such as the Oji and the Fuji, have enlarged their scope of business and increased their capital. The output by all the companies belonging to the Union during the first half of 1919 was 252,650,000 pounds, and the figures for the first half of this year increased to 285,163,000 pounds. The total output for the present year is estimated at 270,000 tons."

Japanese-made paper is shipped chiefly to China, Siberia, India, the Strait Settlements, Australia, and other South Sea countries, while foreign paper is imported from England, America, Canada, Norway and Sweden.

The following table shows the imports and exports during the past six years:—

	Exports. Lb.	Imports. Lb.		Exports. Lb.	Imports. Lb.
1914	14,406,000	53,385,000	1917	70,699,000	16,637,000
1915	26,937,000	26,685,000	1918	83,156,000	34,692,000
1916	55,427,000	35,265,000	1919	73,003,000	56,955,000

In recent years the consumption of paper by newspaper offices has steadily increased. The import of pulp into Japan from Canada represents 25 or 30 per cent of the total imports, and there are indications that the price of pulp in the foreign market is steadily advancing. The paper manufacturers of Japan are now in receipt of many orders from China, India, Siberia, and other quarters, and it is anticipated that this year's exports will show an increase over last year.

New Method of Producing Salt.

The consumption of salt in Japan amounts to about 1,470,000,000 kin annually (kin=1·32 pounds). The domestic production of Japan and Formosa averages about 970,000,000 kin, so that the balance required must be imported from other countries.

Dr. Ikeda of the Physical and Chemical Research Bureau has been experimenting on the manufacture of salt from ordinary sea water, and it is expected that the new process which he has discovered will do away with the production of salt by salt farms, as is now the case. The Salt Monopoly Bureau is said to have appropriated 190,000 yen for the purpose of trying out this new method of acquiring salt from sea water. The new process is said to be very simple and is done by boiling the salt water from the ocean, extracting the lime therefrom, and evaporating. The advantage of this process is that the salt can be manufactured anywhere. As it is at present, it is not easy to make salt in Japan on account of the moist atmosphere. But the new process does not need to depend on the weather and can be put into operation anywhere, where there is coal to be had, simply and economically. The new process will not require nearly as much labour as the present methods do, the rent of the salt farms will be saved, while it is said that the entire cost of production will be only one-third of that required at present.

It is expected that under this new process the price of salt will fall considerably to the advantage of consumers. The new process will be started from March 1921 next.

The Cement Industry.

The manufacture of cement in Japan has reached very large figures. Most of the existing firms are enlarging their activities, while new companies have lately been organized, among them Taisho, Hamana, Hinode, Teikoku, Asahi and Oita cement companies with a capital ranging from 1,000,000 yen to 3,000,000 yen. In 1914 the paid-up capital of twelve of the old companies amounted to 32,000,000 yen, but last year the figures increased to 44,600,000 yen.

Prior to 1914 the price of Japanese cements was 3 yen per barrel of 48 kwamme (400 pounds), but it advanced to 17 yen per barrel in February last, and is at present selling at about 12 yen per barrel.

Lime stone for the manufacture of cement is found in great abundance in this country.

While the output before the war amounted to some 3,700,000 barrels a year, it is said now to reach 7,000,000 barrels. Not only has the production increased greatly, but the export of cement has grown by leaps and bounds until last year it amounted to about a million barrels.

The following figures showing the production and export of cement for the last seven years will be of interest:—

Year.	Output. Barrels.	Output. Barrels.	Year.	Output. Barrels.	Output. Barrels.
1913	3,741,000	149,000	1917	5,501,000	533,000
1914	3,625,000	258,000	1918	5,960,000	900,000
1915	3,943,000	677,000	1919	6,500,000	997,000
1916	4,495,000	674,000			

News Items of Interest.

The following news items taken from various Japanese papers will be of interest:—

The *Kokumin* reports that the employment of Chinese seamen by some ship-owners is intended to meet the insolent attitude of Japanese seamen of late.

The Industrial Bank of Japan has already advanced 20,000,000 yen to distressed manufacturers and merchants in the way of emergency measures, but the bank is still asked to lend relief funds. The bank is rumoured to have decided to open a

branch office at Fukuoka with a view to facilitating this emergency operation, which report, however, is denied by the bank authorities on the ground that the bank's present agencies are more helpful than new branches would be in ascertaining the soundness of its borrowers.

The Japanese Government has announced that a senior officer with five assistants has been appointed as "controller of the condition of export commodities." These new officials are authorized to exercise supervision over the inspection of the condition of export commodities conducted by public, municipal or union inspectors separately and regulate their activities.

An industrial exhibition is to be held in Yokohama under the auspices of the Kanagawa Prefectural Government for the encouragement of the production of a superior quality of goods. Japanese goods have always been complained of in foreign markets on account of inferior quality.

The Japanese Government has published an Imperial ordinance authorizing the mint to coin new nickel pieces of 5 sen and 10 sen each with holes in the centre. The new 10-sen nickel coin weighs 1 momme, while the 5-sen nickel piece weighs 7/10 momme. The new pieces contain 25 per cent pure nickel and 75 per cent copper. [1 momme = 0.1323 oz.]

Construction of a tunnel to connect Kyushu and Japan proper is expected to be started immediately, putting into concrete form a plan which has long been under contemplation. The work will be done by Japanese, although several foreign countries have requested the contract through their embassies. The tunnel, which will be the first of the kind in the country, will be composed of 13,000 iron tubes, each tube being 23 feet in diameter and 2 feet long.

Money orders aggregating 150,600 marks, or 10,544 yen, have been sent from Japan to Germany since the Armistice. The greater part of these money orders went in payment for books ordered in Germany.

BRAZILIAN SUPREME COURT DECISION AFFECTING REGISTRATION OF TRADE MARKS.

(United States Commerce Reports.)

The Bureau of Foreign and Domestic Commerce is in receipt of a report dated October 5, 1920, from the assistant trade commissioner at Rio de Janeiro, in reference to the decision of the Brazilian Supreme Court of October 2, which is of great importance to foreign trade mark owners contemplating registration in Brazil. The decision recognizes the right of the Junta Commercial of Rio de Janeiro to refuse the registration of trade marks deposited by the Juntas Commerciæs of the various Brazilian states, provided such trade marks are found to be duplicates or imitations of trade marks already registered. In the past, states Assistant Trade Commissioner Connell, it has often been the case that an American manufacturer of a well-known product, having spent many years in producing an article and many millions of dollars in advertising throughout the world to make the product known, has duly registered his trade mark at the board of trade in Rio de Janeiro. Some time afterwards the manufacturer may have received notice from a party in some other state in Brazil advising that he has registered the same trade mark in his state and deposited it with the board of trade in Rio de Janeiro. Although the board of Rio de Janeiro has certified officially that the product was registered by the American company previously, yet in spite of precaution and the compliance with the legal formalities required by Brazilian law, the manufacturer was unprotected from registration by other parties at a much later date in any of the various Brazilian states. Heretofore, filing a trade mark with the board of trade at Rio de Janeiro, the capital of the republic, has not been sufficient protection for foreign trade marks. However, the latest action of the Brazilian Supreme Court now solves this most vexing problem.

SOUTH AFRICA'S IMPORTS.

Trade Commissioner W. J. Egan.

XX.

Foodstuffs.

In this issue Mr. Egan begins consideration of the concluding section of his report on the imports of the Union of South Africa, that relating to foodstuffs.

Cape Town, August 19, 1920.—While there is a drop of $16,000,000 in the total value of foodstuffs imports into South Africa during 1919, as against that of 1913, the actual quantity imported is considerably less in proportion. Canadian shippers who are credited with a total value of $2,300,000 in 1913, which dropped to $143,000 in 1918 and $237,550 in 1919, were only prohibited from carrying on this trade to the same extent as in pre-war years owing to shipping restrictions and the absence of supplies available for export. There is no doubt, however, that with better manufacturing and freight conditions in evidence the Dominion's share of the market for foodstuffs here will again be strengthened.

It is true that the Union developed in a remarkable way in foodstuffs production during the war period, but Canada's position is such that an increase even on former import figures is possible, the Dominion being in a position to supply various products which are not placed on the market by producers here.

The several items upon which Canadian shippers can further develop trade in South Africa are reviewed under the separate headings of the following report.

Total Articles of Food.

	1913.	1919.	Decrease or Increase.
Total for the Union	$37,700,000	$23,652,800	− $14,047,200
Canada	2,300,000	237,550	− 2,062,450
United States	1,870,000	2,534,600	+ 664,600
United Kingdom	9,300,000	4,489,400	− 4,810,600
British Empire	25,100,000	14,943,400	− 10,156,600
Foreign countries	11,700,000	8,714,100	− 2,985,900
Australia	.....	5,569,000	+ 5,569,000
Brazil	.....	3,128,000	+ 3,128,000
India	.....	2,956,850	+ 2,956,850
Holland	.....	286,625	+ 286,625
France	.....	464,650	+ 464,650

As will be seen by the above table, the United Kingdom, which prior to 1917 held the largest share of the trade in foodstuffs in the market, has recently given place to Australia in this respect. The latter country has in fact shipped an annual average of one-fifth of the total supply during the last six years. Brazil and India, which came into this trade at about the same time, have also increased their shipments year by year and, combined, now send about one-fourth of the annual supply. The United States, coming next in order of total shipments, succeeded in materially increasing its 1918 total, and may be considered as having increased its hold upon the market. Holland and France have latterly fallen back in the value of total shipments, although each appears to be making an effort to retain a portion of the trade. There is no question that, in manufactured food products, a healthy competition will take place within the next year or two to secure a hold upon the South African market. In this connection it may be repeated that "quality" and "continuity of supply" are possibly the two chief elements leading to a definite place in the trade, not forgetting the necessity to pack in parcels suitable to the two trades—European and native.

Flour.

	1913.	1919.	Decrease or Increase.
Total for the Union	$3,675,000	$2,244,000	− $1,431,000
Canada	1,350,000	2,350	− 1,347,650
United States	102,500	4,000	− 98,500
United Kingdom	1,600	5	− 1,595
Australia	1,170,000	2,021,500	+ 851,500
Argentina	.....	192,650	+ 192,650
India	.....	3,375	+ 3,375

As in the case of almost every other country during the past few years, a certain standard of flour for bread-making was established by the South African Government, which allowed the use of a certain proportion of the local-grown corn. As a consequence the Union has been able to minimize its importation of wheat and flour from overseas.

Several brands of Canadian flour are well known on this market, and under anything like normal conditions will always be in demand for blending purposes. The purchase of flour this year from Canada by the South African Government, which will be about 30,000 tons, will not be in any way effective in advertising its source of supply to the everyday user, as it will be used for the purpose of blending inferior grades.

It is understood that, upon distribution to the millers, this wheat will be blended with a quantity imported from Australia, but more particularly with a low grade milled from wheat secured from the Argentine under somewhat similar circumstances to the flour from Canada. This office has been kept in close touch with this matter by the South African Government officials concerned, in reference to the purchase and freighting of the shipments.

For some weeks previous to the announcement of the purchase referred to Canadian millers had been quoting, and considerable business had been booked at a higher all-round price.

No doubt, owing to special charters, the cheaper cost of ocean freight is the chief reason that this special purchase is laid down at a so much lesser c.i.f. price than Canadian mills were recently quoting. Another reason is that the bulk of the flour in question is being shipped in jute bags of 140 pounds, a rather exceptional practice for this country, the custom being in 98 and 196-pound cotton bags.

The first shipment of the South African Government purchase of flour from Canada is expected here in another week.

From a total import of 170,000,000 pounds in 1913, the quantity shipped was reduced in 1919 to 54,000,000 pounds. Of this amount about seven-eighths came from Australia, the Argentine and India following next in small ratio. Canada, which in 1913 supplied one-third of the total quantity imported, dropped to 40,000 pounds last year. The United States has fallen back considerably in the quantities shipped since 1915, her best year, while the United Kingdom, never a large exporter of flour, failed to ship during the last two years. With the exception of drought years, Australia has all along held the largest share of this trade, due to price and favourable shipping conditions.

Wheat.

	1913.	1919.	Decrease or Increase.
Total for the Union	$5,250,000	$1,357,400	− $3,892,600
Canada	427,000	.....	− 427,000
United States	56,000	.....	− 56,000
United Kingdom	300	30	− 270
Australia	1,455,000	1,178,600	− 276,400
Argentina	256,000	178,625	− 77,375

South African millers will always require a percentage of Canadian wheat for blending purposes with South African wheat, and the greater bulk which usually comes from Australia. This year's imports of Argentine wheat have not been up to the usual good quality shipped from that country.

The milling industry within the Union is developing rather speedily, the value of articles manufactured or produced in 1917-18 being about $43,000,000. The number of establishments in operation is increasing at a rate of from 15 per cent to 20 per cent yearly, and in 1918 numbered 750. The materials used, and the cost value of the same, in these establishments during 1917-18, was as follows:—

Description.	Quantity. Tons, 2,000 lb.	Value. (Cost).
Wheat treated—		
South African	200,850	$15,677,060
Imported	83,753	6,450,825
Maize treated	413,538	13,896,370
Other grain treated	8,261	368,030
Bags, twine and other materials	.....	774,750
Total value (cost) of materials used	.....	$37,167,035
Value of South African materials used	.....	$29,941,465
Value of imported materials used	.....	7,518,060

The articles manufactured or produced being:—

Description.	Quantity. Tons, 2,000 lb.	Value.
Flour	103,280	$12,691,040
Wheat or Boer meal	114,560	11,249,910
Maize meal	379,444	15,146,510
Other products	.....	3,359,300
Total value of articles manufactured or produced		$42,446,760

The totals shown in the table of wheat imports for 1913 and 1919 give some idea of the influence that domestic production has had upon the supplies from overseas during the intervening period, and while the tremendous decrease in the quantity imported is not wholly due to this factor, shipping conditions and an increasing domestic demand in overseas producing countries having much effect upon the situation, yet shippers must be prepared to see a gradually reduced market in future. Export difficulties has been the chief reason for Canadian supplies not being in evidence during the last three years; prior to 1917 a very satisfactory annual shipment was made. The United States, which, previous to 1915, had a much smaller trade in this market than Canada, secured more than one-half of the whole supply in that year, nearly all shipped from western ports, but since 1916 has not made a shipment. Australia and the Argentine are responsible for the total 1919 supply, shipping respectively 39,563,383 pounds, and 5,635,722 pounds.

Oatmeal.

	1913.	1919.	Decrease or Increase.
Total for the Union	$256,000	$194,500	− $ 61,500
Canada	76,000	70,100	− 5,900
United States	1,500	35,400	+ 33,900
United Kingdom	177,000	74,600	+ 102,400
Australia	.....	14,900	+ 14,900

Cereals.

(Other than Oatmeal, Force, or Cream of Wheat.)

	1913.	1919.	Decrease or Increase.
Total for the Union	$111,000	$160,700	+$ 49,700
Canada	125	.....	− 125
United States	14,200	48,000	+ 33,800
United Kingdom	71,000	105,550	+ 14,550
Switzerland	4,500	50	− 4,450
Australia	.....	5,750	+ 5,750
Japan	.....	5	+ 5
New Zealand	.....	650	+ 650
France	.....	990	+ 990

The oatmeal breakfast food imported into South Africa from Canada has established a very high reputation and is in much demand.

Importations from the United Kingdom are under several brand names, and invariably find a good market in this country.

There has been a considerable development in South Africa in the production of oatmeal breakfast foods. In this connection it is worthy of note that during the war period the prices were always regulated according to the cost of landing the Canadian article, and during 1917-18, when, owing to local conditions in Canada, the same brand of oatmeal was shipped from the United States in more expensive containers, the South African product followed to within a fraction of the price of the American article.

The tables given above confirm the foregoing remarks as to local production. In the market for oatmeal, Canada has practically held her ground while the United Kingdom has not recently shipped in anything like her pre-war proportions.

During 1917 the United States succeeded in shipping the larger portion of the year's shipment, but has not approached that quantity during the last two years. Australia has recently come into the market with small annual shipments.

The trade under the heading of cereals is largely controlled at present by the United Kingdom and the United States, the former sending last year 251,508 pounds, and the latter 165,062 pounds. Of the balance, Australia, France, New Zealand and Japan are each responsible for a small proportion. These latter countries are all new in the trade. The present average import is rather below that of pre-war years.

[A cable from Mr. Egan announcing the prohibition of import into South Africa of wheat, flour, and meal, will be found on page 1537.]

Biscuits.

	1913.	1919.	Decrease or Increase.
Total for the Union	$290,000	$34,700	- $255,300
Canada	.....	5	+ 5
United States	6,800	4,800	- 2,000
United Kingdom	270,000	25,575	- 244,425
Holland	4,440	.....	- 4,440
Germany	3,600	.....	- 3,600
Japan	.....	20	+ 20
Australia	.....	4,260	+ 4,260

The larger share of South African biscuit imports has always been held by United Kingdom shippers. For some years United States manufacturers made considerable progress in placing their specially parcelled lines on this market. Germany and Holland previously held a small proportion of the trade, and Australia has recently made an attempt to get into the market.

It is questionable as to what extent the importation of biscuits into South Africa will revert to anything like former proportions, the development of the industry here having gone forward very rapidly. The quality of the United Kingdom and the United States biscuit is, however, much in advance of that as yet produced in the Union.

A better idea of the extent of the market may be formed from the total quantities imported. The 1913 figure of 2,239,136 pounds was reduced to 220,942 pounds in 1919, the amount having fallen each year since the first-named date. It is quite possible that, with an easier flour market, the figure for last year may be considerably increased in the near future.

Some idea of local production is available from the industrial statistics of the Union for 1918, when biscuits to the extent of 6,102,574 pounds were manufactured here, the value being $1,243,330. Of the total materials used in this manufacture, only one-fifth was imported.

Vermicelli and Macaroni.

	1916.	1919.	Decrease or Increase
Total for the Union	$12,965	$2,000	– $10,965
Canada	830	.....	– 830
United States	2,575	1,065	– 1,510
United Kingdom	155	45	– 110
Italy	3,660	.....	+ 3,660
France	5,275	.....	+ 5,275

A number of factories manufacturing the products mentioned at the head of the foregoing table have recently been started here and the reduced demand from overseas is already in evidence. There is little doubt, however, that the better grade of goods obtainable from Canadian flour will always secure a share of the South African market. The trade calls for a 1-pound box or carton, which should be sealed in grease-proof or waxed paper. There is also a certain demand for bulk in boxes containing about 22 pounds. The prices quoted should be c.i.f. South African port and include agents' commission, if an endeavour is made to sell through agents.

During the years 1916-18 Canada secured a portion of this trade, but was not in evidence in 1919, when the United States was the only country shipping its products here. Italy, France and the Argentine have each sent fair shipments in various years, but there has been no continuity in their efforts.

Malt.

	1916.	1919.	Decrease or Increase
Total for the Union	$454,760	$108,010	– $346,750
Canada	.....	12,490	+ 12,490
United States	56,375	5,850	– 50,525
United Kingdom	398,000	28,370	– 369,630
Australia	.....	61,300	+ 61,300
Chili	.....	27,580	+ 27,580

The figures for 1919, quoted above, may be considered about the normal total import into the Union. There is very little malt extract imported for bread making, the quantities represented in the above table being supplied for brewing. Australia has made considerable headway since 1917, and recent Commonwealth prices were considered more favourable than those of other countries, so much so that large orders for this year's delivery have been placed with that country. Canada made fair shipments in 1917 and 1919. Chile came into the market for the first time last year. The United Kingdom and United States have hitherto been the chief sources of supply.

Beans and Peas.

	1913.	1919.	Decrease or Increase.
Total for the Union	$341,000	$98,250	– $242,750
Canada	1,300	340	– 960
United States	5,400	1,140	– 4,260
United Kingdom	22,700	11,600	– 11,100
Portuguese East Africa	119,000	45,825	– 73,175
Australia	.....	9,700	+ 9,700
India	.....	3,080	+ 3,080
Madagascar	.....	32,550	+ 32,550
British East Africa	.....	3,925	+ 3,925

From an aggregate of 14½ million pounds in 1913, the import of beans and peas only reached a total quantity of 2½ million pounds in 1919, this being the smallest amount shipped in a decade. Canada, which formerly made an average annual shipment of about 5,000 pounds, appears to have practically dropped out of the market within the past three years. The United States and United Kingdom have both reduced their former proportions of this trade, and Portuguese East Africa, which prior to 1918 supplied one-half of the market, has considerably fallen off in the quantities recently exported here. Australia, India, Madagascar and British East Africa have each latterly handled a portion of the trade.

TRADING WITH GREECE.

Trade Commissioner W. McL. Clarke.

XVIII.

CHEMICALS, PHARMACEUTICAL PRODUCTS AND DRUGGISTS' SUNDRIES.

The following table illustrates the total value of the Greek imports of chemicals, etc., for the years 1913 and 1914:—

	Dr.
Imports for the year 1913 into Old Greece..	8,094,025
" " 1914 into Old Greece..	8,117,873
" " 1914 into New Greece..	7,393,332
Total for 1914..	15,511,205

NOTES ON CHEMICAL IMPORTS.

Of the heavy chemicals there is particularly an important demand for the sodas and copper sulphate. The former, (viz. carbonate of soda and caustic soda) are considerably used in the soap industry and Great Britain had a good share of the trade. During the war, however, importations from the United States greatly increased although through this period the bulk of the requirements were obtained from Egypt. Sulphate of copper came almost exclusively from the United Kingdom, but during the war, with supplies cut off from this source, the United States entered the market and will doubtless compete for the normal trade in this line which is estimated at about 2,500 tons annually. The business with Great Britain was latterly carried on by dried fruit brokers in London and Liverpool, who through their representatives in Greece supplied it to the local vine growers and currant merchants against fruit to be delivered after the harvest, as very few Greek farmers possess sufficient capital themselves to buy outright.

In fine chemicals Germany by her accommodating methods controlled the market. Swiss competition was slightly felt, while United Kingdom and French firms did very little business. The prospects are, however, now much brighter for British trade in these lines and during the Athens Exhibition considerable business was either put through or guaranteed for the future.

In the druggist sundry lines Germany also monopolized the Greek market. German prices were lower especially as regards rubber articles and the Germans were also much more enterprising than their English or French competitors. German travellers regularly visited the Greek clientele carrying with them a varied collection of samples which was of paramount importance in capturing this trade.

Patent medicines came for the most part from France, and it is stated that French sales were facilitated by the fact that most Greek doctors complete their education in France and are therefore inclined to recommend those medicines with which they are familiar. It was estimated in 1918 that about 40 per cent of the annual turnover of druggists in Greece was derived from the sale of patent medicines which are gradually superseding the sale of chemicals, roots and barks. It may be pointed out that in Greece no large druggist houses exist, the term "druggist" denoting wholesale importers who sell exclusively to the trade and not to the public.

THE DRY PAINT TRADE.

In the dry paint trade German firms predominated on the whole in the Greek market, although France held the market in ochres, Holland in white lead, with the United Kingdom first in minium and linseed oil trade. The chief reason to which

German success is attributed was the convenient packing of the German firms. Instead of sending forward bulky packages such as barrels of 100 to 300 kilos as did Great Britain, the Germans used to ship in barrels of 50 kilos each and in some cases, e.g. ultramarine, in parcels of 10 to 24 kilos. This system was very advantageous to the Greek importer as the barrels could be much more readily handled especially as elevators and cranes are not common in Greece. Another telling factor in the German trade was the superior quality of the colours due to the variety of the aniline dyes used. German firms also usually gave a credit varying from six to nine months or cash less 5 per cent. The agent's commission was generally 5 per cent.

During the war America entered the market on a much larger scale than formerly, and her products were found quite suitable for the Greek market. Spain has latterly been the largest source of supply, but her products are considered of a very inferior quality.

The pigments mostly used in Greece are given hereunder in their order of importance: (1) yellow ochres, Venise red; (2) minium substitute, white lead, zinc white, sulphate of barium; (3) lime green (verte à la Chaux); (4) ultramarine; (5) chrome green; (6) Sienna earth, umbers, cassel earth, vermilion substitute; (7) lime red (Rouge à la Chaux); and (8) Persian red, zinc green, chrome yellow.

In an endeavour to secure any Greek business it is very important that Canadian firms should submit a full line of samples. An advantage would also be derived if Canadian exporters would pack according to metric weights and measures.

CHEMICALS.

The statistics given hereunder show the imports of chemicals for Old Greece in 1913 and for Old and New Greece in 1914:—

Coal Tar Derivatives.

	Lb.	Dr.
Imports for the year 1913 into Old Greece	48,638	138,968
" " 1914 into Old Greece	39,060	125,550
" " 1914 into New Greece	442,265	1,500,544
Total for 1914	481,325	1,626,094

This trade was controlled by Germany and Austria.

Colours Ground in Oil.

	Lb.	Dr.
Imports for the year 1913 into Old Greece	23,287	18,297
" " 1914 into Old Greece	19,983	17,942
" " 1914 into New Greece	124,650	124,651
Total for 1914	144,633	142,593

Great Britain, France, Germany, and Austria were the principal countries of origin.

Varnishes Prepared in Oil.

	Lb.	Dr.
Imports for the year 1913 into Old Greece	20,218	25,273
" " 1914 into Old Greece	19,188	23,985
" " 1914 into New Greece	39,676	49,727
Total for 1914	58,864	73,712

Supplies were obtained principally from Germany, France and England.

Varnishes Prepared in Alcohol.

	Lb.	Dr.
Imports for the year 1913 into Old Greece	23,041	20,572
" " 1914 into Old Greece	24,113	21,530
" " 1914 into New Greece	4,583	4,911
Total for 1914	28,696	26,441

The bulk of the imports were classified as coming from Holland, Germany and France.

Ochres.

	Lb.	Dr.
Imports for the year 1913 into Old Greece	182,000	16,395
" " 1914 into Old Greece	319,200	28,401
" " 1914 into New Greece	44,800	4,520
Total for 1914	364,000	32,021

France, Belgium and Germany were the chief sources of supply. Other contributing countries were Great Britain, Austria, Italy and Holland.

All Other Earth or Metallic Colours.

(Not Liquid).

	Lb.	Dr.
Imports for the year 1912 into Old Greece	1,157,382	1,450,228
" " 1914 into Old Greece	993,090	1,241,362
" " 1914 into New Greece	92,990	116,239
Total for 1914	1,086,080	1,357,601

The principal contributing countries were England, Germany and France.

Perfumery and Similar Toilet Articles.

	Lb.	Dr.
Imports for the year 1913 into Old Greece	55,414	692,685
" " 1914 into Old Greece	45,444	649,200
" " 1914 into New Greece	69,801	112,181
Total for 1914	115,245	761,381

France, Austria, Germany and England were the chief sources of supply.

Perfumed Soaps.

	Lb.	Dr.
Imports for the year 1913 into Old Greece	34,837	99,536
" " 1914 into Old Greece	28,207	80,592
" " 1914 into New Greece	87,278	280,539
Total for 1914	115,485	361,131

Greece received her supplies of perfumed soaps principally from Austria, France, England and Germany.

Bar Soaps.

	Lb.	Dr.
Imports for the year 1913 into Old Greece	195,465	209,457
" " 1914 into Old Greece	216,462	231,924
" " 1914 into New Greece	125,398	134,355
Total for 1914	341,860	366,279

The supplying countries were principally France, England and Germany.

Laundry Soap.

	Lb.	Dr.
Imports for the year 1913 into Old Greece	166,401	35,657
" " 1914 into Old Greece	26,577	5,695
" " 1914 into New Greece	599,000	149,615
Total for 1914	625,577	155,310

Imports were derived chiefly from France and Great Britain.

Starch.

	Lb.	Dr.
Imports for the year 1913 into Old Greece	286,487	59,701
" " 1914 into Old Greece	341,706	68,620
" " 1914 into New Greece	221,000	55,456
Total for 1914	562,706	124,076

The bulk of the Greek imports of starch came from Austria, Germany, and Holland.

Matches.

	Lb.	Dr.
Imports for the year 1913 into Old Greece	48,568	315,065
" " 1914 into Old Greece	52,325	334,327
" " 1914 into New Greece	24,997	178,559
Total for 1914	77,322	512,886

Matches are a state monopoly in Greece and were exclusively derived from Austria in 1914.

Inks.

	Lb.	Dr.
Imports for the year 1913 into Old Greece	34,899	17,449
" " 1914 into Old Greece	35,781	17,890
" " 1914 into New Greece	67,000	33,118
Total for 1914	102,681	51,008

Germany followed by Austria, France and England were the principal sources of supply.

Potassium Salts.

	Lb.	Dr.
Imports for the year 1913 into Old Greece	741,946	132,490
" " 1914 into Old Greece	396,800	63,952
" " 1914 into New Greece	176,000	34,680
Total for 1914	572,800	98,632

The principal supplying countries were Austria, Germany and Great Britain.

Carbonate of Soda.

	Lb.	Dr.
Imports for the year 1913 into Old Greece	1,024,800	65,840
" " 1914 into Old Greece	1,962,800	140,178
" " 1914 into New Greece	1,948,800	153,251
Total for 1914	3,911,600	293,429

Greece obtained these supplies principally from Great Britain and Germany.

Caustic Soda.

	Tons.	Dr.
Imports for the year 1913 into Old Greece..	3,005	644,181
" " 1914 into Old Greece..	2,508	537,750
" " 1914 into New Greece.	1,023	292,422
Total for 1914..	3,531	830,172

Great Britain, Germany and Egypt were the chief sources of supply for caustic soda.

Sulphate of Copper.

	Tons.	Dr.
Imports for the year 1913 into Old Greece..	2,269	1,134,925
" " 1914 into Old Greece..	1,912	956,453
" " 1914 into New Greece.	140	1,876
Total for 1914..	2,052	958,329

Great Britain practically engaged a monopoly of this trade.

Acetic Acid.

	Lb.	Dr.
Imports for the year 1913 into Old Greece..	17,284	3,086
" " 1914 into Old Greece..	12,115	2,163
" " 1914 into New Greece	56,000	12,349
Total for 1914..	68,115	14,512

Supplies were about equally divided from Germany, Austria and France.

Phenic Acid.

	Lb.	Dr.
Imports for the year 1913 into Old Greece..	51,923	55,632
" " 1914 into Old Greece	8,461	4,230
" " 1914 into New Greece..	8,400	4,983
Total for 1914..	16,861	9,213

Great Britain had the bulk of the trade in phenic acid.

Diverse Chemical Products.

	Tons.	Dr.
Imports for the year 1913 into Old Greece	1,139	570,470
" " 1914 into Old Greece..	1,523	870,769
" " 1914 into New Greece :.	74	48,074
Total for 1914..	1,597	918,843

In order of importance as countries of supply came Germany, Austria, England, the United States, Roumania and France, almost one-half of the total imports however, arriving from the first two sources of origin.

Condensed Milk.

	Lb.	Dr.
Imports for the year 1913 into Old Greece	327,600	140,733
" " 1914 into Old Greece	375,200	200,551
" " 1914 into New Greece..	792,400	350,057
Total for 1914..	1,167,600	550,608

Switzerland, Italy and France were the principal exporting countries, over one-half of the supplies coming from the first named country.

The Tariff.

The Greek Tariff on even a superficial study seems to possess a most irrational classification and is generally admitted as ultra protective. Greece, however, is terminating her commercial treaties six months after the peace and the writer was told by one of the chiefs in the Department of National Economy, under which Department the tariff is administered, that it would be presently reclassified and revised on a more reasonable basis. In fact detailed reports the writer understands on the proposed new tariff are already in the hands of the minister.

The following note on Greek import duties were prepared a short time ago by H. B. M. Consul at the Piraeus:—

"Import duties in Greece are levied on the net weight of merchandise, which is generally calculated by deducting from the gross weight a certain fixed percentage for tare, varying according to the nature of the packing and the kind of merchandise. If, however, the consignee is dissatisfied with the scheduled tare allowance, he may have the actual net weight ascertained by means of unpacking and weighing the goods provided that he indicates his desire in the customs declaration. In the case of delicate or fragile goods, or in cases where the process of separating goods from their wrappers and packings is inconvenient (e.g. flowers, ornamental feathers, silk lace, fine trimmings, glassware), the net weight is ascertained by weighing a part only of the consignment and estimating the net weight of the whole consignment from the result. For this purpose the customs officers select, empty and weigh one or more packages of the same weight and size.

"In the case of certain goods the dutiable weight includes the weight of the immediate receptacles and packing as follows: edible farinaceous products (sago, tapioca, etc.) in paper, glass, thin wood or tin plate; mineral waters, medicaments and ready-made clothes of linen for women and girls, in ordinary and common packing of all kinds; sewing thread, white or coloured, in paper receptacles or packages; steel sewing needles, in ordinary or common packages or cases; opera glasses, knives, forks and razors with handles (not of iron) in ordinary and common cases; medical syrups, in glass, stoneware or china vessels; liquid perfumery, in glass, stoneware or china vessels or in leather receptacles; non-liquid perfumery, in stuff sachets; goods of all kinds, in paper (except cardboard or fancy paper) with certain exceptions."

BONDED WAREHOUSES AND FREE ZONES.

Goods imported into Greece from abroad and which are not destined for immediate local consumption may be stored in bonded warehouses which exist in all ports with the exception of Laurium where first class custom houses are located.

No import duty is levied on goods stored in bonded warehouses and there is no export duty on such goods when they are exported abroad.

In accord with the project which has been aprpoved for the extension of the Piraeus harbour works, there is to be created at the Piraeus a free zone for the erection of industrial establishments. A Salonica free zone was authorized in 1914, but owing to the war the scheme has not yet been made operative.

CERTIFICATES OF ORIGIN.

Certificates of origin are not required for the importation of British and Canadian goods into Greece.

REGULATIONS FOR COMMERCIAL TRAVELLERS.

Commercial travellers are not required to go through any formalities in order to be able legally to exercise their calling in Greece, nor are they required to take out a license, provided they come and go merely as bearers and receivers of orders. Agents of British and Canadian firms resident and trading in Greece are, however, required to take out trade licenses.

THE TRADE AND INDUSTRIES OF CZECHO-SLOVAKIA.

Trade Commissioner L. D. Wilgress.

III.

PRESENT TRADE POSITION.

Czecho-Slovakian trade with foreign countries is at present undergoing a crisis and the future position is uncertain. This situation results largely from the fluctuations in the exchange value of the crown and the decreased demand in the world's markets for the principal products of Czecho-Slovak industries. During the latter part of the year 1919 the exchange value of the Czecho-Slovak crown depreciated until it reached 300 to the pound sterling. At the same time the export trade of Czecho-Slovakia was rapidly increasing, especially with the countries of Western Europe and North America. Such typical products of Czech industry as Gablonz novelties and jewellery, glassware, china, bent-wood furniture, leather gloves, linen and cotton goods, laces, hair nets, embroideries, toys, and sodium cyanide made their reappearance on these markets, while sugar and sugar-beet seeds, hops, and timber were also exported. The Government controls all export from Czecho-Slovakia and export licenses are required. Special taxes are levied on exportable products in accordance with the conditions prevailing on the world's markets.

During the first half of the year 1920 a reaction set in and the exchange value of the Czecho-Slovak crown improved to about 175 to the pound sterling. This improvement in the exchange rate has reacted considerably on the demand abroad for Czecho-Slovak products, and there has been a decline in the export of many of the principal lines shipped. The Government has consequently been compelled to revise the export taxes, which in many cases were found to be too high in view of the improved exchange value of the crown. Thus it has been necessary to decrease the export tax on timber from 20 to as low as 5 per cent and other revisions have been made accordingly. This situation, however, must be regarded as transitory, and in a short time matters will adjust themselves, when the export trade of Czecho-Slovakia will again attain the proportions it enjoyed before the war.

AVAILABLE EXPORTS.

The only products which can be exported from Czecho-Slovakia in large quantities at the present time are sugar and timber. The other lines mentioned above are also being exported, but the volume of business is restricted for the time being by the improved rate of exchange, the export taxes and other factors. Dr. Heidler, the head of the Czecho-Slovak Sugar Commission, recently stated that present prospects would point to a production of about 800,000 tons of raw sugar as compared with 500,000 tons for 1919. This should leave a surplus available for export of about 400,000 tons. The increased production is due to greater acreage sown to sugar beets and the possibility of again fertilizing the soil with saltpetre and superphosphates. The lack of these artificial fertilizers greatly restricted agricultural production during the war. During the year 1919 Czecho-Slovakia exported a total of 282,899 tons of sugar, of which over one half went to Austria and 55,000 tons to France, the rest mostly to Germany, Jugo-Slavia and Norway.

With regard to timber it is estimated that the total quantity of planks and deals which can be exported from Czecho-Slovakia during the current year is approximately 105,942,000 cubic feet. Germany naturally offers the best market for Czecho-Slovakian timber, and the river Elbe affords excellent transport facilities.

EXPORT TAXES.

The taxes on exportable products are fixed from time to time by the commission regulating foreign commerce, on which are represented the various industrial and trade syndicates. These taxes are generally payable upon receipt of an export license

The taxes often vary in accordance with the country to which the goods are shipped and are higher in the case of countries whose currency stands nearer par than that of Czecho-Slovakia. In other cases minimum export prices are fixed with the object of protecting the local market and preventing foreigners from profiting to too great an extent from the low value of the crown. The export taxes are changed from time to time in accordance with the conditions of supply and demand abroad for the goods



Gablonz, Czecho-Slovakia.

in question, but as the prices quoted by exporters in Czecho-Slovakia include the taxes, foreign importers are only indirectly concerned with these regulations.

EXPORT WOOD PRICES.

Canadian firms will no doubt be interested in the minimum prices given below, which were fixed by the Czecho-Slovak Wood Commission on June 18, 1920, and cover the prices of timber for home supply and export. This affords an indication of the manner in which export from Czecho-Slovakia is regulated at the present time.

Home Supply Prices.

	Per cubic meter.
Soft logs (pine and fir) ex forest, according to diameter (10-45 c.m.) and including working expenses at 66 crowns per cubic meter.. .. ..Crowns	110–170
Unsorted deals and planks at the sawmills and including working expenses at 68 crowns per cubic meter and average freight to mill at 70 crowns.. .. ..Crowns	525
Where the working expenses are higher or lower, the difference may be taken into consideration.	

Minimum Export Prices.

To Austria—	
Soft deals and planks, ex truck Czecho-Slovakia railway station, for cash.. ..Crowns	850
Same for compensation goods.. .. .. "	800
To Belgium—	
Soft deals and planks, ex truck railway station in Bohemia, Moravia or Silesia.. .. ..Belgian francs	230
Same from Slovakia.. .. .. "	210
To England—	
Bastings, length 6-10m, ex truck railway station in Bohemia, Moravia or Silesia.. .. .. £	5 0 0
Same from Slovakia.. .. .. "	4 10 0

Minimum Export Prices.—Concluded.

		Per cubic meter.
To France—		
Soft deals and planks, ex truck railway station in Bohemia, Moravia or Silesia	French francs	235
Same from Slovakia	"	215
To Germany—		
Soft logs from frontier districts (transport on wheels)	Mk.	350
Same (transport by river)	"	400
Soft deals and planks	"	700
To Holland—		
Soft deals and planks, ex truck railway station in Bohemia, Moravia or Silesia	Dutch florin	45
Same from Slovakia		42
To Hungary—		
Soft deals and planks, only ex Slovakian saw-mills near frontier for cash	Crowns	650
Same for compensation goods	"	600
10,000 kg. hard firewood for compensation goods or sound currency	"	2,800
Same, soft		2,600
To Italy—		
Soft deals and planks, ex truck Czecho-Slovak railway station	Lire	270
To Switzerland—		
Soft deals and planks, ex truck railway station in Bohemia, Moravia or Silesia	Swiss francs	90

EXPORTS TO NORTH AMERICA.

There has been a fair amount of export from Czecho-Slovakia to Canada and the United States since the armistice. Of the articles sent to Canada the most important have been the variety of goods manufactured in the Gablonz (Jablonec) district of Northern Bohemia, and which include many kinds of jewellery and novelties, glass beads, buttons, clasps, etc. It is estimated that the recent shipments of these goods to North America have exceeded the value of 6,000,000 crowns a month. At the present rate of exchange this would be the equivalent of about $120,000. Other lines being exported to Canada are bent-wood furniture, glassware, hair nets, leather gloves, embroideries, laces, linen goods, hops and toys. The first shipments of sugar from Czecho-Slovakia to the United States, amounting to a total of 7,000 tons, have recently been arranged for. There has also been a shipment of several million crowns worth of sodium cyanide to the United States.

EXPORT TO EASTERN COUNTRIES.

Czecho-Slovakia has commenced to do business with the countries of Eastern and Southern Europe, which offer openings for the sale of manufactured products. It is with these countries and with Russia that the Czecho-Slovaks are most anxious to develop trade relations, since they can supply many of the raw materials and foodstuffs which Czecho-Slovakia needs in exchange for manufactured goods. Ploughs and other agricultural implements have recently been supplied to Roumania in exchange for corn and grain. A contract has also been concluded for repairing locomotives for Roumania and the delivery of eighty new locomotives in three years' time. Agricultural and other machinery, sugar, glassware and other lines have also been exchanged with Bulgaria against tobacco and other raw materials. There has also been an economic approachment between Jugo-Slavia and Czecho-Slovakia. The mills of the latter country are preparing to supply the Hungarian textile market. It is naturally with Austria that Czecho-Slovakia is transacting the greatest volume of trade at the present time. An important agreement has been entered into with Germany, inaugurating close commercial relations with that country. An exchange of German chemicals, dyestuffs and other goods for Czecho-Slovakian timber is also being arranged. These trade developments are the natural result of the geographical situation of Czecho-Slovakia. The restoration of normal conditions of production and exchange in the countries of Eastern and Southern Europe will react favourably upon the export trade of Czecho-Slovakia, resulting in the resumption of pre-war industrial output.

TRADE WITH HUNGARY.

Trade Commissioner L. D. Wilgress.

V.

OPENINGS FOR CANADA.

An examination of the list of goods which are permitted to be imported without a license reveals certain lines of products which Canada can supply, including, among others, agricultural machines and spare parts thereof; binder twine; locomotive and railway cars and supplies; tools of all kinds; wire and wire nails; bolts and nuts; electric carbons; heating installations; asbestos and asbestos goods; knitted woollen goods; clothing and underclothing; woollen piece-goods; socks and stockings and knitted goods of cotton; boots and shoes; leather, except glove, patent or lacquered; belting; rubber goods; brushes; paper; turpentine, linseed and other oils; chemical products, such as acetic acid, caustic soda, sal-ammoniac, glycerine, calcium carbide, superphosphates and other artificial fertilizers.

The list is therefore seen to be fairly extensive and covers most of the possible lines of export from Canada to Hungary. As previously explained the present position of the country does not permit Hungarian importers to pay cash for goods unless very urgently required and which cannot be obtained elsewhere on credit. Reliable importers expect facilities, under satisfactory bank guarantees, to help them tide over the present difficult period. Canadian exporters cannot expect to do business with the countries of Central and Eastern Europe under present conditions on the basis of terms cash f.o.b. Canadian point. Quotations c.i.f. Rotterdam or Trieste are at least desired by Hungarian importers. The gradual improvement of the exchange value of the crown and the development of export trade will result in a resumption of normal importations, when Hungarian firms will be in a better position to arrange for the financing of their business. In order that Canadian firms may then be in a position to take advantage of any business which may be offering for the supply of goods from North America, it may be of interest to briefly review the pre-war trade and present requirements in the lines above mentioned.

BINDER TWINE.

The total importation of binder twine into all the territories of former Hungary amounted in 1913 to 2,162 tons and in 1914 to 1,292 tons, of which 998 tons were supplied from the United States, 161 tons from Austria, 117 tons from Great Britain and 13 tons from Canada. The total value of the binder twine import in 1914 was $271,425. The annual requirements of present-day Hungary will amount to between five and eight hundred tons and present an opening for Canadian trade.

ROLLING STOCK, TOOLS, ETC.

The Hungarian workshops were able to supply the bulk of the locomotives and rolling stock required in Hungary before the war. The present deficiency of railway facilities will, however, soon require the importation of additional rolling stock. Narrow-gauge locomotives and cars for the use of industrial establishments can be included among these requirements. Before the local manufacture of rolling stock can be recommenced on a large scale, raw materials and tools will have to be largely renewed by purchases from abroad. The same applies to the electrical works and other industrial plants in Hungary, as raw materials, machines, tools, etc., were mostly used during the war and subsequent disorders.

It may therefore be said that tools of all kinds for use both in connection with industrial and agricultural operations are at present required in Hungary. Spades,

shovels, axes, saws, machine tools, files, rasps, etc., are included among these needs. Tools and other iron and steel products, such as wire, nails, bolts and nuts, etc., were formerly almost exclusively supplied by Germany, Austria, and Bohemia, but in certain lines Canadian products might have the possibility of competing in the future.

TEXTILES.

Textile goods comprised before the war the chief items of import into Hungary and the same holds good for the after-the-war trade. The total import of textiles into former Hungary in 1914 was valued at $87,752,000, of which cotton goods accounted for $45,376,000, woollens for $27,028,800, clothing for $18,647,400, silks for $7,820,000, and linen for $7,527,400. Among made-up articles knitted woollens were imported in the year in question for the value of $2,338,900, men's clothing for $4,419,000, women's clothing for $3,505,600, and "lingerie" for $4,698,000. Knitted woollen goods, socks and stockings and underwear offer possible openings for future Canadian trade. There is a great shortage of all kinds of clothing material and made-up articles in Hungary at the present time and high prices are being asked for available stocks. The local mills are hampered by difficulties in securing raw materials.

FOOTWEAR AND LEATHER.

Boots and shoes of leather were imported into former Hungary in 1914 to the value of $10,176,600, of which Germany supplied $1,380,000; Great Britain $383,200, the United States $174,000, and the remainder chiefly from Austria. In the same year Great Britain also supplied $5,800 worth of rubber footwear out of a total import valued at $244,600 mostly from Austria. There should be openings for Canada in the future in both of these lines. The import restrictions now confine importations of leather boots and shoes to those with lining consisting mainly of paper tissue. Leathers are also required for the Hungarian industry which imported before the war to the extent of about $16,000,000 a year. Patent, lacquered and glove leathers are not now permitted to be imported. The leather imports in 1914 were valued at $15,306,000, of which Austria supplied $13,231,000, Germany $1,550,000, and Great Britain $300,000.

DRUGS AND CHEMICAL PRODUCTS.

The Hungarian market is at present almost entirely exhausted of drugs, medicinal preparations and chemical products. The Germans and Austrians formerly supplied the bulk of these lines and drugs are required prepared in accordance with the German pharmacopœia. Patent medicines and sanitary specialties might be supplied to some extent from Canada. There is, however, a good opening for Canadian firms in connection with the demand for the chemical lines set forth in the list appended to this report. Caustic soda required for the manufacture of soap, sulphate of copper for vine sprinkling, acetic acid, sal ammoniac, turpentine, glycerine, superphosphates, calcium carbide, etc., are included among the chemical products in demand in Hungary at the present time.

PAPER.

There is now a great shortage of paper in Hungary and newspapers are published on reduced sheets. The bulk of the paper mills of the former Austro-Hungarian Empire are now located within the boundaries of Czecho-Slovakia and Austria, and it may be expected that these countries will be able to supply Hungarian requirements as soon as industry and commerce can be re-established.

TRADE WITH HUNGARY.

The above survey briefly indicates some of the lines which might present possible openings for Canadian trade with Hungary. Firms desirous of further information relative to Hungarian requirements, or who wish to be put in touch with reliable

importers or responsible agents to represent their interests in Hungary, should write to the British Commercial Commissioner at Budapest. An institution for disseminating trade informations, which is worthy of mention, is the Hungarian Commercial Museum at Budapest. This museum is maintained by the state for the purpose of promoting Hungarian trade and supplying information to foreigners about business conditions in Hungary. Before the war the Hungarian Commercial Museum had branches in the Balkan States and correspondents throughout the world.

No report on trade with Hungary would be complete without a reference to the important part played by the Hungarian banks in the commerce of the country. During the sixty years preceding the war Budapest developed into an important independent financial centre and the banks of Budapest participated to a large extent in the financing of trade and industry throughout Hungary and the Balkan States. These banks are really large financial institutions with auxiliary trading and industrial interests. Through their subsidiaries they have directly participated in the commerce of the country. The only bank with the right of issue in Hungary was the Austro-Hungarian Bank. The affairs of this bank in Hungarian territory are being liquidated by an international commission, and it is proposed to later create a National Bank of Hungary to act as a central financial institution with the right of issue. The most important private Hungarian bank is the Commercial Bank of Pest, with extensive interests in Hungary and a controlling interest in the General Bank of Bulgaria and other institutions. Other large Hungarian banks include the Hungarian General Credit Bank, the Hungarian Discount and Exchange Bank, the Hungarian-Italian and British Hungarian Banks. The leading banks of Vienna, such as the Wiener Bank, Verein and the Anglo-Austrian Bank, have also maintained branches in Budapest and other centres in Hungary.

At the present time operations in foreign exchange are under Government control, so that importers wishing to purchase goods from abroad must first make the necessary arrangements for securing foreign exchange through the permission of the Ministry of Finance. Export from Hungary is also under Government control and exports are only permitted of articles not required in the country. The Government endeavours to mobilize all available foreign exchange for the most urgent requirements of the country.

LIST OF GOODS REQUIRED IN HUNGARY.

The attention of Canadian firms is directed to the list, given herewith, of the goods which may be imported into Hungary without an import license. These goods comprise the more important raw materials and semi-manufactured articles needed for the reconstruction of the economic life of the country and the manufactured articles required for satisfying the most urgent necessities of life:—

Seeds—
Grass seed.
Sugar beet seed and seed of fodder beet.

Fats and Grease—
Fish oil and seal oil.
Animal tallow for technical use.
Vegetable tallow, palm oil, palm kernel oil, and cocoanut oil, sold for technical purposes.
Vegetable wax.
Stearic acid (stearine), palmitic acid (palmitine).
Degras and oleic acid.
Ceresine.
Vaseline and lanoline.
Axle grease.
Fats and fatty mixtures, not specially mentioned in the Austro-Hungarian Tariff, for technical purposes.

Fatty Oils—
Rape seed oil.
Linseed oil and other fatty oils, not specially mentioned in the Austro-Hungarian Tariff, for technical purposes.
Wood oil, ground nut oil and castor oil for technical use (denatured under the supervision of authorized customs authorities).
Cotton seed oil for technical use.

LIST OF GOODS REQUIRED IN HUNGARY.—*Continued.*

Wood, Coal and Peat—
Firewood.
Timber for building, etc., European.
Charcoal, peat and peat charcoal, lignite and coal, coke.
Chair cane, raw, not split.

Materials for Turnery and Carving—
Celluloid and other materials for turnery and carving, not specially mentioned in the Austro-Hungarian Customs Tariff, not manufactured.

Minerals—
Pyrites, raw.
Pyrites, roasted, iron ore, manganese, and lead ore—even if worked.
Gypsum, roasted.
Mineral phosphate, china clay, asbestos, magnesite.

Medicinal Wares and Perfumery—
Camphor, raw and refined.
Essential oils.

Dyeing and Tanning Materials—
Quebracho wood.
Oak and pine tree bark.
Other barks; also roots, leaves, buds, fruits, e.g. myrobalans, valonia, gall nuts, and the like.
Chestnut wood extract, quebracho wood extract, and tanning extracts, not specially mentioned in the Austro-Hungarian Customs Tariff.

Gums and Resins—
Tar, except lignite and schist tar.
Resin, common.
Coopers', brewers', brush-makers', and rope-makers' pitch.
Asphalt earth and stone, raw, even if ground.
Asphalt bitumen.
Asphalt mastic.
Turpentine, turpentine oil, coal tar oils of the benzene series.
Copal gum, shellac, gum arabic.

Cotton—
Cotton, raw, carded, dyed, bleached, milled; cotton waste.
Cotton wool (except that intended for medicinal purposes); waste prepared for cleaning machinery.
Cotton yarn.
Cotton piece-goods.
Velvet and tissues resembling velvet, and velvet ribbons.
Ribbons.
Passementerie and button makers' wares of cotton.
Knitted ware and hosiery of cotton, linen, and other vegetable textile materials.
Cotton articles used for technical purposes.

Flax, Hemp, Jute, etc.—
Flax, jute, and manila hemp, raw, steeped, broken, hackled, bleached, dyed; and waste thereof.
Linen yarn.
Jute yarn and sheaf binders.
Linen piece-goods.
Tissues of hemp, yarns, except tissue with admixture of paper materials.
Tissues of jute (piece-goods).
Technical articles of linen, hemp, jute, etc.

Wool, etc.—
Wool (sheeps') yarn.
Woollen piece-goods.
Passementerie and button-makers' wares of wool.
Knitted wares and hosiery of wool.
Felt and felt wares (except carpets).
Articles for technical purposes, of wool.

Silk and Silk Wares, etc.—
Silk and silk yarn.
Silk bolting cloth.
Tissues of half silk.

Made-up Articles—
Hat shapes of felt.
Hats of felt, for men and boys.
Clothing and underclothing, not specially mentioned, except those of silk and other luxury goods.

Brushmakers' Wares, etc.—
Brushmakers' wares, common.
Wooden sieves, finished.

LIST OF GOODS REQUIRED IN HUNGARY.—*Continued.*

Paper and Paper Wares—
Paper-pulp
Pasteboard (cardboard), tarred cardboard, and carton-pierre.
Paper, except paper for spinning.

India-rubber, Gutta-percha, etc.—
India-rubber, gutta-percha, and wares thereof.

Oilcloth and Wares thereof—
Tarpaulins and other covers of coarse materials chemically prepared in the tissue, or covered or impregnated with oil, tar, etc.

Leather and Leather Wares—
Cow and horse hide, even if dressed (but not lacquered).
Calf leather, except lacquered (patent) leather.
Buck, goat, kid, sheep and lamb skins, prepared, except glove leather and lacquered (patent) leather.
Boots and shoes of leather, with lining consisting mainly of paper tissue.
Transmission belts and thongs of leather.

Wooden Wares, etc.—
Timber and sawn wares, planed, grooved or tongued; wood for hoops, wood prepared for casks.
Wooden pegs (wooden nails)
Veneers.
Wares of common wood (except furniture).
Buttons of ivory nut and horn.
Stoppers of cork.

Glass and Glass Wares—
Hollow glass.
Hollow glass, fine, except luxury goods and antiques.
Bulbs for electric incandescent lamps.
Mirror, sheet and plate glass, not specially mentioned in the Austro-Hungarian Customs Tariff, raw, coloured, unpolished, etc.
Watch glasses and spectacle glasses, polished.

Cement, Asbestos Wares—
Cement.
Wares of asbestos.

Earthenware—
Roofing tiles.
Magnesite bricks.
China, except plate, luxury wares and antiques.
Earthenware not specially mentioned in the Austro-Hungarian Customs Tariff, except luxury goods and antiques.

Iron and Iron Wares—
Pig-iron.
Iron and steel in bars or rods.
Sheets and plates, of iron.
Iron and steel wire.
Pipes and pipe joints of iron.
Fastenings for rails.
Tools of iron, all kinds.
Nails and tacks; nuts and bolts, rivets.
Chains and flat link chains (except forged chains).
Wire ropes (iron).
Sewing and other needles.
Safety locks.
Enamelled utensils.
Horseshoes.

Common Metals and Alloys thereof—
Common metals (other than iron and steel), unmanufactured.
Soft solder and hard solder.
Nails, tacks and screws, of copper and brass.

Machinery, Apparatus, Instruments, etc.—
Distilling apparatus of steel.
Locomotives and tenders, and portable engines.
Agricultural machines and spare parts thereof.
Machinery for textile industry.
Sewing and knitting machines.
Heating installations.
Electric carbons.
Goods' wagons and under frames for agricultural and industrial railways.
Surgical and other instruments for medical purposes.
Physical instruments.
Measuring instruments for industrial use (measuring rods, angles, caliper compasses and hole gauges and the like).

LIST OF GOODS REQUIRED IN HUNGARY.— *Concluded.*

Chemical Products—

Sulphur, in lumps and sticks, and powdered and flowers of sulphur; phosphorus; metallic antimony (antimony regulus); quicksilver.

Caustic potash, caustic soda, solid; magnesia, calcined; artificial stannic oxyde; litharge in flakes and pieces; litharge, ground, in the form of powder, red lead; spirit of sal-amoniac; liquid ammonia; hydrochloric acid, nitric acid, pyroligneous acid, crude; sulphuric acid, not fuming; boracic acid, raw or refined; and citric acid.

Fertilizing salts, chloride of potassium, Chile salpetre, nitrate of sodium; borax, raw or refined; Glauber's salts (sulphate of soda); sulphate of potassium, bi-sulphate of soda; potash; soda; sodium carbonate; raw or crystallized; soda, calcined; silicate of sodium, liquid or solid; sulphate and hydrochlorate of ammonia (sal ammoniac); salpetre (nitrate of potassium), bicarbonate of potassium, and of sodium; chromate of potassium, and of sodium; chlorate of potassium and of sodium.

Spodium (bone charcoal); chloride of lime; gypsum (artificial sulphate of lime); calcium carbide.

Sulphate of copper; white lead; sugar of lead.

Sulphide of carbon.

Glycerine, crude or purified; coal tar oil; crude heavy.

Prepared blocks.

Bone glue.

Rice starch.

Phosphates treated with acids (superphosphates).

Acetic acid concentrated.

Ether, sulphuric.

Products of iodine and bromine; salicylic acid; alkaloids and alkaloid salts.

Varnishes, etc.—

Oil varnishes.

Tar dyes.

Ultramarine.

Candles, Soap, etc.—

Tallow candles.

Candles of stearine and paraffin.

Soap (except perfumed soap).

Wood matches.

Literary and Artistic Articles—

Books, music, periodicals.

Waste—

Bone dust; Thomas' slag; manufactured manures and other manures classified under this number.

TANK STEAMERS TO BRING MOLASSES TO CANADA FROM BARBADOS.

As is well known Barbados molasses is of exceptionally fine quality and large quantities are imported into Canada. It has been the custom up to the present time to import Barbados molasses into Canada in barrels and puncheons which is a very expensive method of handling it.

The Pure Cane Molasses Company of Canada, Limited, recently had built the first molasses tank steamer for the purpose of bringing molasses from the tropics in bulk. This steamer has in itself huge tanks of enamelled steel in which the syrup will be brought from the West Indies to St. John and Montreal. At these points the Company have enamelled steel receiving tanks into which the syrup is pumped from the steamer. The tanks in Montreal will store 880,000 gallons of molasses and those at St. John 660,000 gallons. The first steamer to be put into this trade is the *Julius Kessler,* built this year and is of a size which will permit her to use the canals and at the same time is constructed to cross the ocean if necessary.

In Barbados and St. Kitts the Pure Cane Molasses of Canada, Limited, is erecting large receiving tank stations where the molasses will be stored until it can be brought to Canada. By handling the product in this manner they expect to reduce the cost to a minimum.

INVOICE REQUIREMENTS OF JAPAN.

Trade Commissioner A. E. Bryan.

Yokohama, October 10, 1920.—Japan does not call for any particular style of invoice but the following information must be supplied in a distinct and detailed manner:—

(1) Name of buyer.
(2) Contents of shipment.
(3) Marks and numbers.
(4) Lot number.
(5) Quantity.
(6) Prices—(*a*) Price to buyer.
(*b*) Discount to shipper.
(*c*) Freight and shipping charges.
(*d*) Commission charged by shipper.

TO BE SENT IN DUPLICATE.

Such invoices should be supplied in duplicate—one copy for the Japanese customs and one for the files of the importer.

NO CONSULAR ENDORSEMENT NECESSARY.

The invoice must be signed by the seller in full. That is initials only will not be accepted. It is not necessary to have any consular attestation except in cases where a certificate of origin is required.

CERTIFICATE OF ORIGIN.

Only in cases where a shipper wishes to avail himself of special conventional tariff rates is it necessary for the Canadian exporter to supply a certificate of origin covering the goods shipped, which must be signed by a Japanese consul or other Japanese Government official at place of origin, or in cases where there are no Japanese officials, by the local Customs House officials or Chamber of Commerce.

Such certificates must show the place of production or manufacture, as well as all marks, case numbers, articles, quantity, name of producer, etc.

MARKING AND NUMBERING OF CASES.

While there are no special fines imposed for improper marking and numbering, yet from the importers' standpoint this is a very important feature of all import business into Japan.

All boxes, cases, etc., should be numbered, the number on the case to correspond with a similar number on the invoice, to which the Customs inspector or importer can refer to ascertain exactly what is in a case. In many instances when the Customs inspector knows what a case contains, he does not bother opening it. On the other hand where cases are not numbered properly they always must be opened at the Customs shed and the contents taken out and examined; especially is this the case where one case is found to contain perhaps three or four different articles.

To explain this more clearly, it may be stated that quite recently a shipment of seventy-five cases of Canadian groceries arrived for a firm in Yokohama. None of the cases were numbered and there were no numbers shown on the invoice, so the importer could not tell in which cases the different food products were to be found. Consequently when the Customs official, looking over the invoice, asked to see a

certain listed article, the whole seventy-five cases had to be opened to find it. As a result it took three weeks to get this shipment through the Customs and caused the importer much delay and dissatisfaction, especially as the goods happened to be in great demand at the time.

BILLS OF LADING.

There are no Customs regulations regarding the bills of lading, but shippers should make sure that bills of lading reach the importer on the same steamer as that upon which the goods are shipped, as great inconvenience and delay is caused when bills of lading are delayed, in most cases the buyer being unable to clear his goods from Customs until such are received.

PARCEL POST SHIPMENTS.

Shipments to Japan by parcel post will be charged duty the same as ordinary freight, but invoices and certificates of origin are not necessary.

THE CUBAN MORATORIUM TO PREVENT RUN ON BANKS.

A letter received from the office of the Canadian Government Trade Commissioner in Havana, Cuba, states:—

As already cabled, the Cuban Government decreed a moratorium to December 1 on all drafts and commercial documents. Only 10 per cent can be drawn on bank accounts. As a result of the tremendous drop in the price of raw Cuban sugar, people in Havana began to talk about the losses incurred by the banks which had lent moneys on the pledge of sugars. Consequently a run was started against the banks and the Banco Nacional de Cuba was forced to stop payments on October 11. As the Cuban Congress was not in session, the President of the Republic, in order to put a stop to the panic, decreed a moratorium, which is to the following effect:—

Article 1.—The bills of exchange, drafts, promissory notes, and other credit documents, already expired and which shall expire until the 1st of December next, shall not be paid until said date.

Article 2.—Credits by mortgages, pledges, or by public instruments expiring within the above-stated period, shall not be paid and are extended until December 1 next.

Article 4.—Within said period, starting from the date of this decree, depositors in the banks or bankers of this Republic may only draw in current accounts 10 per cent of their deposits, and in the savings account of less than $2,000, 12 per cent, unless, etc. . . .

CUBAN REGULATIONS GOVERNING SHIPMENTS DURING MORATORIUM.

(United States Commerce Reports.)

According to a cablegram received from Minister Long at Habana, Cuba, it appears to be the concensus of legal opinion there that if shippers receive a negative reply after asking importers whether their shipments can be received during the period of the moratorium the shipper can cancel the shipment; in case no reply is received the presumption is that the importer is unable to accept the shipment, and again the shipper may cancel the order. However, if a reply is received to the effect that the importer is in a position to accept the shipment, the order must be filled by the exporter.

Under moratorium drafts against shipping documents which are due or may fall due are payable on December 1. Cuban consignees' liability is not affected, except with reference to the time of payment. They are not bound by law to pay as soon as shipments reach Cuba.

JAPAN'S TARIFF CHANGES.

With reference to the amendments to the Japanese tariff passed by the Diet on July 27, details of which were published in *Weekly Bulletin* No. 867 (page 751) and No. 873 (page 1320), Trade Commissioner A. E. Bryan, Yokohama, makes the following observations:—

The reason for the changes that have taken place were well portrayed in the words of Baron Takahashi, the Minister of Finance, when in introducing the Bill he said that "it was necessary soon to undertake a thorough going revision of the tariff." For the present, however, only these goods which require immediate protection have been given attention. The principal features of the law are:—

1. A good measure of protection for the dye and drug industries. A protection of 35 per cent ad valorem is given.

2. To facilitate the importation of certain raw materials which are essential to the fundamental industries. A considerable number of articles have therefore been added to the free list.

3. To prevent dumping on the part of foreign traders. To this end a series of surtaxes have been arranged for.

4. To increase the duties on imported liquors in order to compensate for the increased rates on liquors produced at home.

The probable reasons for passing these amendments through so quickly were:—(1) To try and terminate the present business slump which the country is experiencing; (2) to protect the Japanese manufacturer from foreign dumping; (3) to co-operate with the general plans of the Government for national defence and in so doing so to strengthen the foundation of the chemical industries.

CHANGES IN TARIFF LAW.

In the first place there were changes made in the Tariff itself—that is, in the introductory articles. These alterations are as follows:—

Article 5, formerly read: "In respect of articles on which an export bounty is granted in foreign countries, a customs duty of the same amount as the said bounty may be imposed by Imperial ordinance in addition to the duty prescribed in the annexed tariff."

According to the new law, Article 5 of the Customs Tariff of Japan shall be added to as follows: "If any important industry in this country is threatened with an injury on account of the import of goods sold at an unfair price or the sale at an unfair price of goods already imported such goods may, on the recommendation of the 'Dumping' Investigation Commission, in accordance with the provisions of an Imperial ordinance, be charged with duties not exceeding the fair price of the goods within the limits specified by the Commission in addition to the duties leviable under the annexed tariff.

"In respect of goods specified under the provisions of the foregoing clause which having already been imported are the property of or in the possession of a 'dumper' or his agent the surtax may be levied on such "dumper" or his agent in accordance with the provisions of the foregoing clause. Such surtaxes will be collected in accordance with the regulations for the collection of national taxes."

According to the new law Article 23 reads as follows: "Animals for breeding, and protective serum or vaccine against animal plague, imported by the state prefectures and other public bodies or industrial judicial persons specified by the Government or by persons who have obtained permission from the Government."

KOREA NOW TO ADOPT JAPAN'S TARIFF.

Trade Commissioner A. E. Bryan.

Yokohama, September 1, 1920.—In accordance with the proclamation made by the Japanese Government when Korea was annexed ten years ago, all regulations governing the external commerce of Japan were, with some exceptions, applied to Korea on August 29 last, when the necessary decrees were issued stating that the following laws of Japan would then apply to Korea:—The Tariff Law; The Statute Tariff; Law No. 86 (which relates to the import and export of smoked fish or salted fish or spawns); The Bonded Warehouse Law; and the Customs Sheds Laws.

Other ordinances were also published abolishing all previous regulations governing the shipping services between Korea and other parts of the Empire.

Under the new regulations Japan and Korea are included in the same tariff zone and between them no tariff wall will be in existence. Imports into Korea will be taxed at the same rates now effective at Japanese ports.

A few temporary exceptions, however, are allowed in order to avoid the sudden deflation in the revenue of the Korean Government as a result of the removal of Tariff walls between Japan and Korea.

The new provisional duties on cargoes imported into Korea from the other parts of the Empire of Japan are rated in accordance with the Statute Tariff of Korea which has just been abolished, but when the assessed rates are higher than the duties stipulated by the statute tariff of Japan they are levelled down. When a cargo is dutiable according to the old Korean tariff, but is non-dutiable according to the new tariff, it is admitted free of duty. Further, when rebates are allowed on the cargo according to the new tariff, the duties assessed by the old tariff are levelled down proportionately to the magnitude of the rebates. When rebates are above the duties according to the old Korean tariff, the cargo is admitted free. Any suspension of the provisional import duties is made according to the provisions of the old Korean tariff. In other respects the commercial intercourse between Japan Proper and Korea is governed by the laws lately proclaimed.

The import duties on horses, sheep, coke and timber are all removed, while duties on salt, tobacco and mineral oils are much reduced.

Exports from Korea to Japan.

The import of cargo from Korea into Japan Proper is not required to pass through customs houses, but as certain articles from Japan to Korea will be taxed all exports from Japan will have to pass through customs houses going into Korea.

The duties on cargo exported from Korea to other parts of the Empire are, according to the new regulations, to be assessed, provided the articles exported are subject to excise duties in Japan Proper or other colonies of Japan (with the exception of cards, patent medicines, drugs sold as patent medicines, and articles not subject to excise duties in Japan Proper or other colonies of Japan and imported into Korea); providing further that the kind of cargo has been made subject to the lower duties in Korea lately or has been made free in Korea only; and that the textile goods produced within the territories of Japan are especially made by the Governor General of Korea subject to export duties or the sweets or confectioneries to be exported are produced in Korea.

The rates of export duties are fixed by the customs houses at the same rates as excise duties in the case of the class of cargo named first in the above paragraph, but in the case of the class of cargo included in the second category the duties are fixed in accordance with the statute tariff. In the case of textile goods the rates are ten per cent of the value of the tissue used as material. In the case of sweets or confectioneries the rates are 5 yen per picul of sugar contained.

These are the general rules now applied to all cargoes imported into and exported from Korea.

DRAWBACK ON MATERIALS USED IN THE MANUFACTURE OF OLEOMARGARINE.

The following regulations have been established by Order in Council (P.C. 2632), dated November 1, 1920, under the provisions of section 286 of the Customs Act (*vide* memorandum of the Department of Customs, No. 2433-B, dated November 3, 1920):—

REGULATIONS.

When imported materials, not including machinery, are used on and after the 1st day of September, 1920, and prior to the 1st day of September, 1921, in the manufacture of oleomargarine as described in The Dairy Industry Act, 1914, and amendments thereto, there may be paid a drawback of 99 per centum of the customs duties paid on the materials so used.

Provided, however, the said drawback shall not be paid unless the duty has been paid on the materials so used as aforesaid within twelve months of the manufacture of the oleomargarine, subject to the following conditions, viz:—

(*a*) The quantity of material used and amount of customs duties paid thereon shall be ascertained.

(*b*) Satisfactory evidence shall be furnished in respect to the manufacture in Canada of the oleomargarine.

The claims for drawback shall be verified under oath before a collector of customs to the satisfaction of the Minister of Customs and Inland Revenue, in such form as he shall prescribe, within one year after the manufacture of the oleomargarine. The Minister may also require in any case the production of such further evidence, in addition to the usual averments, as he deems necessary to establish the bona fides of the claim.

Claims for drawback under the above regulations should be made on Form K. 15½.

A SUBSTITUTE FOR CORK.

A chemical works at Bruenn-Koenigsfeld, "Asphalton," has been making experiments with a view to finding a substitute for cork, says a Prague correspondent in the *Times Trade Supplement*. These, it is said, have now led to tangible results. According to a process which has been patented, turf can be treated in such a way as to furnish a material for insulation and building purposes, that in most respects is not inferior, and in some superior to cork. The product is reported to be equally light, firm and sound proof, to possess great insulating properties, and to be damp proof. It can be manufactured at a much lower cost than the price at which cork is at present obtainable. Czecho-Slovakia contains a large amount of turf which can thus be turned to good account, and, since the manufacturing process has passed the experimental stage, a brisk export trade in the new article is prophesied.

GOODS IN DEMAND IN TURKEY.

An American consular report states that there is a great demand in Turkey for such articles as clothing material, boots and shoes, kerosene, agricultural implements, candles, soap, medicine, tea, sugar, tobacco, kitchen utensils, crockery, glassware, window glass, cutlery, printing paper and materials, stationery, needles, thread, stockings, fishing and hunting gear, condensed milk, chocolate, preserved fruits, candy and perfumery, and that it is desired to exchange imported articles for local products. At small villages two spools of cotton thread purchase a bushel of wheat.

APPLE PRICES IN THE UNITED KINGDOM.

The following cablegrams have been received from Mr. J. Forsyth Smith, Canadian Fruit Trade Commissioner, Liverpool:—

Bristol, November 10: 6,000 barrels Nova Scotian apples ex *Bolsford,* Kings No. 1 55s. to 60s., No. 2 50s. to 55s., Domestic 50s. to 57s., No. 3 41s., Blenheim No. 1 best 62s., others 50s. to 56s., No. 2 45s. to 51s., Domestic 45s. to 46s., Peewaukee No. 1 47s. to 50s., No. 2 42s. to 44s., No. 3 35s., Ribston No. 1 50s. to 56s., No. 2 48s. to 53s., Domestic 45s. to 53s., No. 3 best 50s., others 35s., Golden Russet No. 1 72s., No. 2 62s., No. 3 60s., Ontario No. 1 47s. to 53s., Wagener No. 1 59s. to 60s., No. 2 55s., Domestic 50s., No. 3 48s. Stark No. 1 50s. to 56s., No. 2 47s. to 50s., Domestic 50s., Baldwin best No. 1 63s., others 53s., No. 2 53s., No. 3 45s., Fallawater No. 1 56s., No. 2 52s., Wellington No. 1 50s., No. 2 48s., Domestic 49s., No. 3 45s., 394 boxes Nova Scotian apples, Grimes Golden No. 1 20s. to 21s., No. 2 16s. 6d., Domestic 15s., Kings, large sizes 20s., medium 23s. to 24s., Wagener 22s., Ribston 22s., Golden Russet 27s.

Liverpool, November 12: 1,200 barrels Ontario apples ex ss. *Empress of France,* Wagener No. 1 61s., No. 2 52s., Ben Davis No. 1 56s. to 57s., No. 2 53s., Stark No. 1 61s., Golden Russet No. 1 67s. to 73s., No. 2 59s., Spy No. 1 70s., No. 2 62s., Baldwin No. 1 62s. to 64s., No. 2 52s. to 56s., King's No. 1 63s., Cranberry No. 1 58s., No. 2 56s., Phoenix No. 1 57s., No. 2 50s., Greening No. 1 58s. to 64s., No. 2 56s. to 57s., No. 3 43s. 1,269 boxes British Columbia apples, Jonathan large sizes 20s. to 22s., medium 23s. to 24s., small 20s. to 22s., Cox Orange, somewhat pitted and wastey, 20s. asked; McIntosh, large sizes, 16s. to 22s., medium 23s.

London, November 13: Ex ss. *Dunbridge,* Ontario apples, Ben Davis No. 1 46s., No. 2 46s., No. 3 40s., Stark No. 1 47s. 6d., No. 2 46s., Baldwin No. 1 50s., No. 2 45s., Greening No. 1 and 2 52s., No. 3 45s., Gano No. 1 and 2 55s., No. 3 50s.; Ontario boxes, Wealthy 20s. to 21s., Greening 18s. to 20s.; British Columbia boxes, Jonathan 25s. to 26s., Cox Orange 30s. to 40s., McIntosh Red 20s. to 22s., American Jonathans 21s. to 23s., Virginia York Imperials 50s. to 55s. per barrel. New York Baldwins, King's and Greenings 50s. to 55s.

Glasgow, November 12: 1,871 barrels Ontario apples ex ss. *Saturnia* and *Bothwell,* King No. 1, tights, 62s. to 65s., slacks, 55s., Baldwin No. 1 54s. to 61s., No. 2 55s. to 57s., Greening No. 1 56s. to 61s., No. 2 48s. to 55s., Spy No. 1 slack 58s., Peewaukee No. 1 49s. to 53s. No. 2 46s. to 50s., Stark No. 1 51s. to 59s., No. 2 53s., Golden Russet No. 1 66s., No. 54s. to 60s., Ontario No. 1 52s., Domestic 44s., Gano No. 1 59s., Ben Davis No. 1 55s., No. 2 50s., Grimes Golden No. 1 66s., No. 2 44s., 360 boxes Ontario apples, Fallawater No. 1 16s. 6d., No. 15s. 9d. Greening No. 1 17s. 9d., No. 2 16s. 6d. 8,000 British Columbians ex ss. *Saturnia* and *Bothwell,* Jonathan No. 1 20s. to 22s., No. 2 18s., McIntosh Red No. 1 20s. to 21s., No. 2 18s. to 19s., Wealthy No. 1 20s. No. 2 18s. 6d., Russet No. 1 17s. No. 2 16s., Cox Orange No. 1 22s. to 25s., No. 2 20s. to 22s., 705 boxes Cox Orange, pitted and wastey, 14s. to 15s. Washington Jonathan, Extra Fancy, 21s. to 23s., Fancy 19s. to 21s., "C" Grade 18s. to 21s., Yellow Newton Extra Fancy 23s. to 23s. 9d., Virginia Albemarles 62s. to 66s. per barrel, York Imperials 51s. to 57s., Ben Davis 54s.

Apple Price Control Re-imposed.

The Canadian Fruit Trade Commissioner, Liverpool, cabled November 13:—

"Apple Price Control in United Kingdom will be reimposed November 15. In addition to maxima previously announced the following maxima for slacks and wastey have been fixed: Barrels, slacks, 64s., wastey 53s., boxes, 37 pounds, 20s. 3d., wastey 17s., boxes, 40 pounds, slack 22s. 2d., wastey 18s. 6d."

Manchester, November 16: 7238 Scotian ex *Vestnorge* King No. 1 50s. to 56s. No. 2 48s. to 53s., Domestic 48s. to 51s., No. 3 42s. to 47s.; Ribstons No. 1 50s. to 54s., No. 2 45s. to 52s. Domestic 42s. to 47s., Baldwin No. 1 54s. to 57s., No. 2 48s. to 51s., Domestic 47s. to 50s., No. 3 40s. to 43s., Blenheim No. 1 50s. to 51s., No. 2 48s.; Stark No. 1 52s. to 55s., No. 2 45s. to 50s., Domestic 46s. to 51s., No. 3 40s.; Wagener No. 1 55s.; Golden Russet No. 1 64s., No. 2 60s. to 61s., Domestic 60s., No. 3 45s.; Wellington No. 1 54s.; Ben Davis No. 1 48s.; Mann No. 1 51s. to 52s.; No. 2 49s.; Greening No. 1 58s. to 60s., No. 2 50s. to 51s., No. 3 47s. to 50s.; Fallawater No. 1 55s., Domestic 50s.; Peewaukee No. 1 51s. 425 boxes Scotians ex ss. *Vestnorge,* King No. 1 20s.; Wagner No. 21s. 6d.; Cox Orange No. 1 23s. 6d., No. 3 17s. 6d. 416 barrels Canadians ex ss. *Manchester Civilian* and *Manchester Merchant,* Stark No. 1 54s. to 55s., No. 2 50s.; Baxter No. 1 56s.; Greening No. 1 58s.; Golden Russet No. 1 64s., No. 2 61s.; Baldwin No. 1 60s. to 63s., No. 2 58s. to 60s., Domestic 55s. Virginia York Imperials No. 1 56s. to 68s., slacks 45s. to 57s. California Newtons No. 1 19s. per box.

London, November 17: Canadians ex ss. Corsican, Ben Davis No. 1 50 to 55s. No. 2 45s. to 50s., No. 3 40s.; Baldwin No. 1 52s. to 60s., No. 2 50s. to 55s., No. 3 40s.; Stark No. 1 50s., No. 2 47s. 6d., No. 3 40s.; King No 1 52s. to 55s., No. 2 50s., No. 3 50s.; Golden Russet 65s.; Greening 55s.; Peewaukee No. 1 45s., No. 2 42s. 6d., No. 3 40s.; Canada Red No. 1 55s. to 60s. Ontario boxes, Greening No. 1 19s., No. 2 17 to 18s.; Snow No. 1 17s. to 18s.; Wealthy No. 1 18s. to 19s.; St. Lawrence No. 1 16s. to 17s. Scotians ex ss. *Wyncote,* King No. 1 55s. to 60s., No. 2 50s. to 55s., Domestic 40s. to 42s., No. 3 45s., Blenheim No. 1 50s. to 55s., No. 2 45s. to 50s., Domestic 40s.; Ribston No. 1 55s., No. 2 50s. to 55s., Domestic and No. 3 35s. to 40s; Greening No. 1 50s. to 55s., No. 2 48s. to 50s.; Stark No. 1 55s. to 60s., No. 2 50s. to 55s.; Mann No. 1 52s. 6d., No. 2 48s.; Wellington No. 1 and No. 2 50s. to 52s., Domestic and No. 3 40s. to 45s.; Fallawater No. 1 50s.; Cox Orange No. 1 68s. Nova Scotian boxed apples, Spy and Golden Russet No. 1 23s. 6d.; Cox Orange No. 1 and No. 2 23s. 6d., Domestic and No. 3 20s. Wagener and Stark No. 1 18s. to 20s. British Columbia boxes ex. ss. *Corsican,* Jonathan No. 1 21s. to maximum (23s. 6d.); McIntosh Red No. 1 20s. to 22s. California Newtowns No. 1 20s. to 22s.; Oregon Newtowns, maximum.

Revised Apple Price Control Order.

Apple Price Control in the United Kingdom was re-imposed November 15, with the following revised schedule:—

Imported Apples, First Owner's Prices.

When sold in packages.	Maximum prices at the rate of s.	d.
1. Canadian and United States apples sold in barrels containing not less than 120 pounds.....per barrel	68	0
2. Canadian, United States and Australasian apples sold in cases containing not less than 37 pounds.....per case	21	6
3. Canadian, United States and Australasian apples sold in cases containing not less than 40 pounds.....per case	23	6
4. Any variety of imported apples sold otherwise than in the package mentioned above.....per cwt.	60	0
5. Barrels, slacks.....per barrel	64	0
" wasty..... " "	53	0
Cases, 37 pounds, slacks.....per case	20	3
" 37 " wasty..... " "	17	0
" 40 " slacks..... " "	22	2
" 40 " wasty..... " "	18	6

PROHIBITION OF IMPORT INTO SOUTH AFRICA OF WHEAT, FLOUR, AND MEAL.

A cable from Mr. W. J. Egan, Canadian Government Trade Commissioner in Cape Town, South Africa, under date November 18, reads as follows:—

"Importation into South Africa of wheat, flour, and meal is prohibited until further notice."

SEED PRICES IN ENGLAND.

The following cable, dated November 16, has been received from Trade Commissioner Harrison Watson, London, England:—

Seed values ex warehouse London, England, choice quality based on No. 2 Canadian grades, London funds, per 112 pounds: red clover, 160s. to 180s.; alsike, 200s. to 220s.; timothy, 65s. to 70s.

Reduced to dollars and cents, value of red clover in London would be 34·3 cents to 38·6 cents per pound; of alsike, 42·9 cents to 47·1 cents per pound; and of timothy, 13·9 cents to 15 cents per pound.

Commenting on the above, Mr. Grant S. Peart, Chief, Markets Division, Seed Branch, Department of Agriculture, writes:—

"Very little Canadian seed, with the exception of alsike, is being expotred to Europe at the present time. Returns to Canadian exporters are about $10 to $16 per bushel, depending on the quality of samples submitted, on which sales were based. These prices are about 30 per cent of those that prevailed last year at this time, and the amount exported to date is estimated to be not more than 50 per cent of the quantity exported up to the same date last year."

THE PORT OF SMYRNA.

Smyrna, an ancient city and the most important seaport of Asia Minor, situated on the west coast of Anatolia, at the head of the gulf of Smyrna (a sheltered inlet of the Ægean sea), up to the conclusion of the Treaty of Peace following on the Great War, which was signed on May 11, 1920, was the second city of Turkey, but under that treaty the city, with the surrounding strip of territory, is to be administered by Greece under Turkish sovereignty for five years, after which the territory may annex itself to Greece by plebiscite. The city is divided into four quarters: Frank, Turkish, Greek, and Roumanian.

There is a broad quay and an artificial harbour, the former of which is traversed by a tramway bordering the sea front. There are a number of industries; flour milling is being improved and extended, and chrome ore is being worked in the neighbourhood.

The chief imports are: cottons, woollens, iron, coal, hardware, lumber, timber, glassware, edible fats, drugs, jute bags, and petroleum. A recent survey made at Smyrna showed a steady demand for the following articles: cotton cloth, plain and grey colours; thread, black and white; cheaper grades of cotton and flannel underwear; shirts, socks, stockings, all colours, rather fancy; burlap or jute bags and sackings; sugar, rice, spices, pepper, nutmeg, mustard, etc.; shoes for men, women and children; standard medicines and drugs, castor oil, soda, cream of tartar, quinine, bandages, hospital supplies; cheaper grades of ready-made clothing, chiefly smaller sizes; cheaper grades of hardware, wire nails, horseshoe nails, horseshoes (small), screws, saws, spades, shovels, picks, axes; new graphophone records and needles; toilet articles and perfumery; tinned and bottled fruits and vegetables; agricultural implements; dyes.

The population, which suffered less from the war than any other part of the Turkish Empire, is estimated at 350,000, fully half of which are Greeks.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in Western Division and at Public Elevators in the East; also U.S. Atlantic Seaboard Ports.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending November 12, 1920.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
Fort William—	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
C. P. R.	2,059,137	583,211	160,503	.....	121,792	2,924,643
Empire Elevator Co.	Now oper	ating unde	r a Private	Terminal	Elevator	License.
Consolidated Elevator Co.	1,392,502	47,875	9,658	32,896	564	1,483,495
Ogilvie Flour Mills Co.	734,913	85,967	94,347	.....	3,464	918,691
Western Terminal Elevator Co.	998,767	104,218	19,842	96,238	8,585	1,227,650
G. T. Pacific	1,023,620	400,142	52,351	53,526	21,243	1,550,882
Grain Growers' Grain Co.	1,324,433	686,405	116,289	.....	43,525	2,170,652
Fort William Elevator Co.	459,524	204,226	47,742	60,334	37,469	809,295
Eastern Terminal Elevator Co.	Now oper	ating unde	r a Privat	e Termina	l Elevator	License.
Northwestern Elevator Co.	601,634	32,766	12,639	43	*29	647,053
Port Arthur—						
Port Arthur Elevator Co.	2,638,958	671,463	222,299	511	48,815	3,582,046
Sask. Co-op. Elevator Co.	2,745,376	214,454	29,154	104,699	32,421	3,126,104
Canadian Government Elevator	321,349	345,489	47,332	297,806	41,986	1,053,962
Thunder Bay	Now oper	ating unde	r a Privat	e Termina	l Elevator	License.
Davidson and Smith	30,114	3,189	1,329	.....	1,342	35,974
Eastern—Richardson	Now oper	ating unde	r a Private	Terminal	Elevator	License.
Total Public Terminal Elevators	14,330,327	3,379,405	813,485	646,053	361,177	19,530,447
Total Private Terminal Elevators	2,087,962	1,103,288	131,744	169,355	26,832	3,519,181
Saskatoon Can. Govt. Elevator	59,709	14,868	181	1,654	.....	76,412
Moosejaw Can. Govt. Elevator	99,289	104,098	.....	2,005	2,649	208,041
Calgary Can. Govt. Elevator	135,538	178,756	13,959	29	6,002	334,284
Vancouver Can. Govt. Elevator	3,674	.....	.....	.....	.....	3,674
Total Interior Terminal Elevators	298,210	297,722	14,140	3,688	8,651	622,411
Depot Harbour			None	in store.		
Midland—						
Aberdeen Elevator Co.	50,000	60,000	9,900	.....	.....	119,900
Midland Elevator Co.	93,524	.....	.....	.....	.....	93,524
Tiffin, G.T.P.	148,896	152,068	46,869	.....	.....	347,833
Port McNicoll	271,094	195,852	64,736	.....	.....	531,682
Collingwood	.....	.....	.....	.....	.....	–
Goderich—						
Elevator and Transit Co.	86,792	123,084	.....	19,003	.....	228,879
West. Can. Flour Mills Co., Ltd.	145,269	.....	.....	.....	.....	145,269
Toronto—						
Campbell Flour Mills Co.	18,082	.....	.....	.....	.....	18,082
Kingston—						
Montreal Transportation Co.	.....	.....	.....	.....	.....	–
Commercial Elevator Co.	1,846	15,975	3,956	.....	.....	21,777
Port Colborne Dom. Govt. Elevator	504,514	.....	.....	.....	.....	504,514
" Maple Leaf Milling Co., Ltd.			None	in store.		
Prescott	.....	.....	.....	.....	.....	–
Montreal—						
Harbour Commissioners Nos. 1 & 2	1,668,205	587,828	194,403	.....	.....	2,450,436
Montreal Warehousing Co.	304,834	47,211	133,316	.....	.....	485,361
Ogilvie Flour Mills Co.	230,234	.....	3,633	.....	.....	233,867
Quebec Harbour Commissioners	.....	33,732	.....	.....	.....	33,732
West St. John, N.B., C.P.R.			None	in store.		
St. John, N.B., Can. Nat. Rys.			"	"		
Halifax, N.S., " "			"	"		
Total Public Elevators	3,523,290	1,215,750	456,813	19,003	.....	5,214,856
Country Elevators	24,037,258	7,563,564	1,664,636	1,236,114	.....	34,501,572
U.S. Atlantic Seaboard Ports—						
Portland, Maine			Not o	perating.		
Baltimore, Maryland	587,020	.....	.....	.....	59,155	646,175
Total U.S. Atlantic Seaboard Ports	587,020	.....	.....	.....	59,155	646,175
Total quantity in store	44,864,067	13,559,729	3,080,818	2,074,213	455,815	64,034,642

*Overshipped. †Week ending November 15, 1920.

Quantity of Wheat and other Grain in store at Public Terminal Elevators, Private Terminal Elevators, Interior Terminal Elevators, Country Elevators, U.S. Atlantic Seaboard Ports and Public Elevators in the East, on November 12, 1920, with comparisons for five years.

—	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
November 12, 1920—			
Public Terminal Elevators	14,330,327	5,200,120	19,530,447
Private " "	2,087,962	1,431,219	3,519,181
Interior " "	298,210	324,201	622,411
Country Elevators	24,037,258	10,464,314	34,501,572
U.S. Atlantic Seaboard Ports	587,020	59,155	646,175
Public Elevators in the East	3,523,290	1,691,566	5,214,856
Total	44,864,067	19,170,575	64,034,642
November 14, 1919—			
Public Terminal Elevators	4,207,018	4,515,531	8,722,549
Interior " "	1,995,768	793,590	2,789,358
Public Elevators in the East	13,659,037	2,130,465	15,789,502
Total	19,861,823	7,439,586	27,301,409
November 15, 1918—			
Public Terminal Elevators	14,893,092	4,333,879	19,226,971
Interior " "	2,673,153	783,128	3,456,281
Public Elevators in the East	10,594,571	1,050,367	11,644,938
Total	28,160,816	6,167,374	34,328,190
November 16, 1917—			
Public Terminal Elevators	9,182,735	6,163,033	15,345,768
Interior " "	174,370	479,826	654,196
Public Elevators in the East	10,437,099	1,355,897	11,792,996
Total	19,794,204	7,998,756	27,792,960
November 17, 1916—			
Public Terminal Elevators	12,752,800	7,082,387	19,835,187
Interior " "	499,584	119,715	619,299
Public Elevators in the East	6,710,548	9,414,159	16,124,707
Total	19,962,932	16,616,261	36,579,193
November 19, 1915—			
Public Terminal Elevators	17,932,173	4,991,011	22,923,184
Interior " "	237,390	58,298	295,688
Public Elevators in the East	5,238,739	2,930,684	8,169,423
Total	23,408,302	7,979,993	31,388,295

TENDERS FOR MACHINERY FOR MEXICO.

With better prospects of a settled government in Mexico renewed interest is being taken in the exploitation of the wealth of natural resources of that country says the *British Export Gazette*. This is particularly the case with petroleum mining, and we understand that German machinery firms are making special efforts to supply the market with the bulk of the necessary machinery. At any rate, their tenders are reported to be lower than either British or American, and they promise delivery in much less time than English firms, though experience throws doubt on the prospects of fulfilment. So far, however, it would appear that most of the contracts are going to the United States, proximity to the market probably being one count in the choice, and another the uncertainty as to whether Germany can effect delivery within the time promised.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Public Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East, for the week ending November 12, 1920.

Grades.	Account Imperial Government	Public Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard		29,858	6,967		36,825
No. 1 Northern		6,805,302	126,193	1,897,488	8,828,983
No. 2 "		3,798,793	57,662	653,680	4,510,135
No. 3 "		2,324,319	18,887	342,448	2,685,654
No. 4 Wheat		521,479	6,114	160,952	688,545
No. 5 "		107,712	1,187		108,899
No. 6 "		16,195	318		16,513
Other		726,669	80,882	468,722	1,276,273
Totals		14,330,327	298,210	3,523,290	18,151,827
Oats—					
No. 1 C.W					
No. 2 "		746,339	111,789	327,233	1,185,361
No. 3 "		1,211,611	78,979	434,325	1,724,915
Ex. No. 1 Feed		66,247	5,291	3,821	75,359
No. 1 Feed		318,141	20,369	44,458	382,968
No. 2 "		650,579	7,939	52,421	710,939
Other		386,488	73,355	353,492	813,335
Totals		3,379,405	297,722	1,215,750	4,892,877
Barley—					
No. 3 extra C.W		1,927			1,927
No. 3 C.W		130,641	1,543	290,326	422,510
No. 4 "		272,543	6,744	70,257	349,544
Feed		186,109	390	8,068	194,567
Rejected		119,430	1,142	73,016	193,588
Other		102,835	4,321	15,146	122,302
Totals		813,485	14,140	456,813	1,284,438
Flax—					
No. 1 Northwestern Canada		443,780	2,033	19,003	464,816
No. 2 C.W		128,430	1,056		129,486
No. 3 "		40,018	124		40,142
Rejected			475		475
Other		33,825			33,825
Totals		646,053	3,688	19,003	668,744
Rye—					
No. 1 C.W		148,439	4,312		152,751
No. 2 "		156,656	4,244		160,900
No. 3 "					
No Grade		3,169			3,169
Rejected		9,062	19		9,081
Other		43,851	76		43,927
Totals		361,177	8,651		369,828
Total quantity in store		19,530,447	622,411	5,214,856	25,367,714

MEXICO'S PRODUCTION OF PETROLEUM FOR 1920.

Mr. M. M. Mahoney, Secretary, Canadian War Mission, Washington, writes as follows under date November 15:—

On November 11 the Mexican Embassy here announced that, according to official estimates, Mexico's 1920 production of petroleum will amount to 140,000,000 barrels, or one-fifth of the world's total. This compares with production of 88,000,000 barrels in 1919, and is more than twice as much as was taken from fields in 1918 and 1917.

Receipts and Shipments of the different kinds of Canadian Grain at the Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in the Western Division, and Public Elevators in the East; also U.S. Atlantic Seaboard Ports for the week ending November 12, 1920.

PUBLIC TERMINAL ELEVATORS.

—		Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Receipts	Rail	5,216,480	938,929	229,492	133,272	109,459	.....	6,627,632
Shipments	Vessel	3,436,754	67,844	163,922	63,002	83,180	.....	3,814,702
	Rail	116,360	188,196	29,733	2,286	.....	.....	336,575

PRIVATE TERMINAL ELEVATORS.

Receipts	Rail	3,220,919	637,820	133,404	34,045	18,419	.....	4,044,607
Shipments	Vessel	2,693,568	324,309	40,858	.....	42,227	.....	3,100,962
	Rail	.....	.....	.....	.....	.....	.....	–

INTERIOR TERMINAL ELEVATORS.

Receipts	Rail	87,120	80,631	2,406	703	.....	.....	170,860
Shipments	Rail	99,246	58,277	.....	.....	1,608	.....	159,131

COUNTRY ELEVATORS, WEST DIVISION.

Receipts	Rail	11,622,986	2,348,457	517,366	525,611	.....	.....	15,014,420
Shipments	Rail	9,431,228	1,424,313	295,215	245,604	.....	.....	11,396,360

PUBLIC ELEVATORS IN THE EAST.

GEORGIAN BAY PORTS.

Receipts	Vessel	896,571	347,490	282,721	13,181	.....	.....	1,539,963
Shipments	Rail	1,297,204	115,963	200,937	.....	.....	.....	1,614,104

LOWER LAKE PORTS.

Receipts	Vessel	337,196	1,102	1,151	.....	.....	.....	339,449
	Rail	31,352	16,983	.....	.....	.....	.....	48,335
Shipments	Vessel	385,381	.....	35,313	.....	.....	.....	420,694
	Rail	284,386	16,983	17,749	.....	.....	.....	319,118

ST. LAWRENCE PORTS.

Receipts	Vessel	223,800	.....	159,445	.....	.....	.....	383,245
	Rail	424,653	438,291	21,618	.....	.....	.....	884,562
Shipments	Vessel	1,039,990	460,731	136,879	.....	.....	.....	1,637,600
	Rail	120,175	49,605	6,000	.....	.....	.....	175,780

SEABOARD PORTS.

Receipts	Rail	.....	.....	.....	.....	.....	.....	–
Shipments	Vessel	.....	.....	.....	.....	.....	.....	–

TOTAL, PUBLIC ELEVATORS IN THE EAST.

Receipts	Vessel	1,457,567	348,592	443,317	13,181	.....	.....	2,262,657
	Rail	456,005	455,274	21,618	.....	.....	.....	932,897
Shipments	Vessel	1,425,371	460,731	172,192	.....	.....	.....	2,058,294
	Rail	1,701,765	182,551	224,686	.....	.....	.....	2,109,002

U.S. ATLANTIC SEABOARD PORTS.

Receipts	Rail	213,814	.....	.....	.....	6,736	.....	220,550
Shipments	Vessel	40,010	.....	.....	.....	5,236	.....	45,246

Quantities of United States Grain in Store, Received and Shipped at the Public Elevators in the East for the week ending November 12, 1920, in comparison with the same period last year.

	Wheat.	Oats.	Barley.	Rye.	Corn.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Depot Harbour Elev		100,878			483,076	583,954
Midland, Aberdeen Elev					195,041	195,041
Midland Elev. Co.	258,845					258,845
Tiffin, G.T.P.	184,022					184,022
Pt. McNicoll, C.P.R.	280,852				77,146	357,998
Montreal Harbour Commissioners Nos. 1 and 2	27,930	48,872	1,336	4,672	114,625	197,435
Quebec Harbour Commrs					1,297	1,297
Quebec Harbour Commrs					*20,148	20,148
Totals	751,649	149,750	1,336	4,672	891,333	1,798,740
Same period last year	50,922			263,454	3,212	317,588

GEORGIAN BAY PORTS.

	Receipts.		Shipments.	
	Vessel	Rail	Vessel	Rail
	Bush.	Bush.	Bush.	Bush.
Depot Harbour—				
Oats				54,000
Corn				88,676
Midland, Aberdeen—				
Corn	139,963			124,221
Midland Elev. Co.—				
Wheat				113,641
Tiffin—				
Wheat	219,902			35,880
Pt. McNicoll—				
Wheat	340,852			60,000
Corn				4,300

ST. LAWRENCE PORTS.

Montreal Harbour Commissioners Nos. 1 and 2—				
Wheat			4,462	
Oats		15,974		
Corn	47	5,685		6,417
Quebec Harbour Commissioners—				
Corn				1,399
Quebec Harbour Commissioners—				
Corn				10,000

Quantities of United States Grain in Store, Received and Shipped at the Public Elevators in the East for the week ending November 12, 1920, in comparison with he same period last year.—*Continued.*

Georgian Bay Ports.

	Receipts.		Shipments.	
	Vessel.	Rail.	Vessel.	Rail.
	Bush.	Bush.	Bush.	Bush.
Wheat	560,754			209,521
Oats				54,000
Corn	139,963			217,197

St. Lawrence Ports.

Wheat			4,462	
Oats		15,974		
Corn	47	5,685		7,816
Corn				*10,000

*Argentine Grain.

NEW INCORPORATIONS.

Dominion.

Canadian Piston Ring Company, Limited. Incorporators: Ernest Lafontaine and Hjmbert Mariotti, advocates; and others,—all of Montreal. Capital $75,000, divided into 750 shares of $100 each. Chief place of business, Montreal.

Manufacturers Trading and Holding Company, Limited. Incorporators: John Charles McKay MacBeth, Benjamin James George MacBeth, and others,—all of Toronto. Capital $250,000, divided into 2,500 shares of $100 each. Chief place of business, Toronto.

Genereux Motor Company, Limited. Incorporators: Joseph Alphonse Trempe, physician; Rosario Genereux, manager, and others,—all of Montreal. Capital $200,000, divided into 2,000 shares of $100 each. Chief place of business, Montreal.

AUSTRALIAN TENDERS.

Copies of an indent for material required by the New South Wales Government Railways and Tramways, Sydney, Australia, have been received from Mr. D. H. Ross, Canadian Trade Commissioner, Melbourne.

This indent form is open to the inspection of interested Canadian manufacturers at the Department of Trade and Commerce, Ottawa (refer file No. 26137).

Tenders in conformity to the requirements should be promptly addressed to the Agent General of New South Wales, 123 Canon Street, London, E.C., England.

Particulars of the requirements are briefly outlined thus:—

No.	Date of closing.	Particulars.
91-20.	(As soon as possible.)	200 tons Galvanized Steel Fencing Wire, No. 8 gauge.
91-20.	(As soon as possible.)	200 tons Galvanized Steel Fencing Wire, No. 10 gauge.
		10 tons Galvanized Steel Fencing Wire, No. 10 gauge.
		4,000 feet Seamless Woven Canvas—Fire Hose 2½-inch diam.

FOREIGN EXCHANGE QUOTATIONS FOR THE WEEK ENDING NOVEMBER 17.

The Foreign Exchange Department of the Bank of Montreal has furnished the following statement of the nominal closing quotations for all the principal exchanges for the week ending November 17. Those for the week ending November 10 are also given for the sake of comparison.

		Parity.	Week ending November 10, 1920.	Week ending November 17, 1920.
Britain	1.00	$4.86	3.82	3.89
France	1.	.193	.065	.068
Italy	1.	.193	.039	.042
Holland	1.	.402	.335	.339
Belgium	1.	.193	.069	.072
Spain	1.	.193	.141	.145
Portugal	1.	1.08	.147	.138
Switzerland	1.	.193	.173	.175
Germany	1.	.238	.013	.017
Greece	1.	.193	.100	.102
Norway	1.	.268	.148	.148
Sweden	1.	.268	.212	.213
Denmark	1.	.268	.149	.148
Japan	1.	.498	.560	.567
India	1.	.342	.315	.330
United States	1.	1.00	1.12⅜	1.12⅛
Argentina	1.	.965	.838	.839
Brazil	1.	.546	.182	.185
Roumania	1.	.193	.016	.015

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, MONTREAL, WINNIPEG, AMHERST, N.S., and VANCOUVER, or THE SECRETARY OF THE BOARD OF TRADE AT TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, MOOSEJAW, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, ST. MARY'S, ONT., CHAMBRE DE COMMERCE DE MONTREAL, THE LONDON, ONT., CHAMBER OF COMMERCE, THE STRATFORD CHAMBER OF COMMERCE, THE BORDER CHAMBER OF COMMERCE, WINDSOR, ONT., AND KITCHENER MANUFACTURERS' ASSOCIATION.

Foodstuffs.

2371. **Foodstuffs.**—An importing firm in Pietermaritzburg, Natal, request particulars from Canadian exporters of foodstuffs and proprietary lines.

2372. **Cheese.**—Belfast firm ask to be placed in touch with relibale exporters of cheese with a view to doing a very large business in Irish market.

2373. **Condensed milk.**—An Austrian firm desire to get into touch with Canadian manufacturers of condensed milk, or with London importers thereof

2374. **Cheese.**—A Belgian firm desire offers of Canadian coloured cheese in large quantities, with best conditions.

Wood, Wood Products, and Building Material.

2375. **Building material.**—An importer of building material in Rhodesia requests catalogues and price lists on all lines of building material.

2376. **Pine and spruce in planks, doors and materials for sashes and mouldings, 3-ply and single-ply veneer, etc.**—A firm of importers of timbers, doors, mouldings, plywood, etc., in Dunedin, N.Z., would like to get into communication with a firm of lumber exporters in Eastern Canada who are in a position to ship from Montreal or St. John. The following are the principal lines required: Pine and spruce in planks, select and merchantable quality, 12 by 2, 12 by 3, 9 by 2 and 9 by 3; doors and materials for making sashes and mouldings; 3-ply veneer in first and second quality in sheets 72 by 36 and 60 by 36, $\frac{1}{8}$-inch and $\frac{3}{16}$-inch thick; suitable for dado panelling; single-ply veneer for drawer bottoms. If possible, let the exporter quote for the above lines and state the rate of freight from port of shipment to Dunedin. The New Zealand Shpping Company can give this information. We also require laths for plastering, 4 feet 6 inches long, $1\frac{1}{4}$ inch wide and $\frac{1}{4}$ inch thick.

2377. **Furniture.**—A Johannesburg importer of furniture in k.d.s. asks for catalogues, price lists and packing data from Canadian manufacturers of furniture prepared for regular shipments. Desks an important item. Only k.d.s. shippers wanted.

2378. **Concrete building units and materials.**—A Birmingham correpsondent desires to get into touch with Canadian manufacturers of concrete building units and materials with a view to negotiations for the purchase of patent rights or licenses for the manufacture, sale, or use of goods in the United Kingdom.

2379. **Fibre tubs, buckets, etc.**—A Johannesburg firm, the principal of which is a Canadian, believe they can work up a trade in Canadian fibre tubs, buckets, etc. Manufacturers prepared for export are requested to send as much data as possible with first communication.

Metals, Machinery, and Hardware.

2380. **Agricultural specialties.**—A Johannesburg firm of engineering agents and importers are prepared to take up any special line suitable for this trade. Correspondence with catalogues and all other details is requested.

2381-2383. **Agricultural implements.**—Three Johannesburg firms specializing in agricultural machinery invite correspondence, to include catalogues and price lists, from agricultural implement manufacturers and exporters in Canada.

2384. **Brushware.**—A Johannesburg firm specializing in the brushware trade request catalogues, prices and samples when possible from Canadian manufacturers.

2385. **Mining material and timbers.**—A Johannesburg firm importing the above lines will be glad to hear from Canadian exporters of any suitable line except mining machinery.

2386. **Mining supplies.**—A Rhodesian firm will be glad to receive quotations, catalogues, price lists and correspondence from any Canadian manufacturers exporting mining supplies or material. In a special way they mention spanners, wrenches, packings, saw teeth, leather beltings, belt lacings, rubber sheet packings, and carbide.

2387. **Household hardware.**—A Salisbury, Rhodesia, firm of importers request catalogues and price lists from Canadian manufacturers on all lines of shelf goods for hardware department.

2388. **Mining material.**—A Johannesburg firm of importers request correspondence, catalogues, prices, etc., from manufacturers of mining materials of all kinds.

2389. **Mining materials and machinery.**—A Johannesburg firm of engineers, prepared to act as representatives or import direct, request correspondence from Canadian engineering plants prepared for export, also from any other manufacturers of mining material of any kind.

2390. **Mining and mechanical specialties.**—A Johannesburg firm specializing in supplies for the mining and mechanical engineering trade request correspondence from Canadian engineers and other plants manufacturing specialties for their trade.

2391. **Mining material.**—A Johannesburg engineering firm are prepared to purchase or handle as agents any line of mining material or machinery.

2392. **Merchants' bars.**—A Buenos Aires firm of importers, with a buying house in New York, would like to receive quotations from manufacturers of merchants' bars, all sizes and shapes.

2393. **Hardware, agricultural implements, automobile accessories.**—A Port Elizabeth firm specializing in the above lines will be glad to receive Canadian catalogues and price lists.

2394. **Hardware.**—A Salisbury, Rhodesia, firm request catalogues and price lists of hardware lines of all kinds.

2395. **Hardware, household utensils, and tools.**—A Port Elizabeth firm request catalogues, price lists, etc., of the above lines.

Miscellaneous Inquiries.

2396. **Barytes, lithophone, etc.**—A reliable Glasgow firm with extensive connections desire agencies on commission for raw materials of paints and varnishes. Good references.

2397. **Hardened and tempered steel ribbon.**—A large British house in Yokohama are anxious to give orders to Canadian manufacturers of spring ribbon, specifications of which must be as follows: Size, $\frac{3}{4}$ inch by ·017 inch; colour and finish, preferably blue; carbon, 0·9 to 10 per cent; temper and quality, as per sample sent to Department of Trade and Commerce. Any firm in a position to make this steel ribbon may obtain the sample at the Commercial Intelligence Branch, Ottawa.

2398. **Wood; chemical products.**—An importer in Naples, Italy, desires to be brought in touch with first-class producers or exporters of wood from Canada, especially of pine; also of chemical products.

2399. **Groceries; dry goods.**—A commission agent in Belize, British Honduras, who has just started business, desires to represent Canadian grocery and dry goods houses. He anticipates that with the preferential tariff between Canada and British Honduras the greater part of the colony's trade should go to Canada.

2400. **Pickled beef and pork; dry goods; cement.**—A general commission agent in Paramaribo, Dutch Guiana, who is now doing some business with Halifax, desires to obtain supplies of a variety of products, among them pickled beef and pork in barrels of 200 and 100 pounds (100 to 300 barrels monthly); dry goods; and Portland cement, of which he would like a few barrels to be shipped to use for introduction.

2401. **Representation in British Guiana.**—An importer in Georgetown, Demerara, British Guiana, desires to represent on a commission basis a few Canadian manufacturers and exporters who may be disposed to offer in this territory the following products: cement, oats, barley, peas, condensed milk, flour; canned, salted and pickled fish; writing, wrapping, printing and wall paper; footwear and hosiery. Quote prices c.i.f. Demerara, drawing for reimbursement by sight draft through the Royal Bank of Canada.

2402. **Watchmakers' and jewellers' materials and supplies.**—A Durban firm specializing in supplies and material for the watchmaking and jewellery trade request illustrations, price lists and correspondence from any Canadian manufacturers supplying any line to suit this trade.

2403. **Household utensils and novelties.**—A South African firm specializing in A1 household utensils and novelties request correspondence, catalogues and prices from Canadian manufacturers.

2404. **Foodstuffs.**—An established commission merchant in Guadeloupe, French West Indies, wishes to be placed in touch with sources of the following food products: honey, wax, hides, pepper and spices. He will also handle consignments of food products and of textiles.

2405. **Cart and carriage material.**—A cart, carriage and motor body building firm in East London, South Africa, make inquiry for the supplying of hardwoods, panelling woods, leather and imitation leather, and any other article for this trade.

HEAD LINE STEAMSHIP SERVICE BETWEEN CANADA AND IRELAND REPORTS ON BUSINESS CONDITIONS.

The agent of the Head Line Steamship Company, Limited, Head Line Buildings, Victoria street, Belfast, Ireland, referring to reports that have been published regarding unsettled conditions in Ireland, states that business has been carried on practically unhindered. He says:—

"We think you are already aware of our 'Head' Line Service, which has been in existence for many years, and pre-war was under subsidy from the Canadian Government for the winter service from St. John, N.B., to Belfast and Dublin. We maintained our trade from Canada throughout the war under serious disadvantages, and our sailings have now been practically resumed giving at least a fortnightly service from Montreal to Belfast, and every three to four weeks to Dublin.

"The logical centres for distribution in Ireland have been found to be Belfast and Dublin. At Cork we find it impossible to do business, although we have repeatedly endeavoured to berth steamers to that port before the war. For instance, Cork merchants would not receive Canadian flour. They insisted on wheat imports, which could be milled on the spot, and other similar prohibitions made a regular service with Cork impossible.

"By our steamer which arrived at Belfast from Montreal on October 23, we had cheese shipments valued at about £12,000.

"Our agents, Messrs. McLean Kennedy, Ltd., Montreal, have been most energetic and successful in getting exporters of Canadian produce in touch through us with importers on this side and shortly after starting our steamship service we sent out one of our staff, Mr. F. C. Thompson, established him at Toronto in order to get in touch with all shippers of all classes of goods to Ireland; and we are glad to say his efforts have also been very successful in promoting Canadian trade with this country.

"We have had considerable shipments of British Columbia wood via our line from Montreal. Our agents, Messrs. McLean Kennedy, are in constant touch with a view to development of this traffic, bringing the goods from the west by rail."

NEW ZEALAND SHIPPING FREIGHT RATES.

The New Zealand Parliamentary Committee, which has been investigating shipping freights, has reported (says the *London Times Trade Supplement*), that the rates quoted by privately-owned vessels for produce are unwarrantably high, and recommends the establishment of a line which would be independent of the existing combines. Government support is advocated. The Premier, during a debate in the House of Representatives, said that the Government would consider during the recess the best means to secure a reduction in freights.

PROPOSED SAILINGS FROM CANADIAN PORTS.*

Subject to change without notice.

From Quebec.

To Liverpool.—*Empress of France,* C.P.O.S. Line, about November 27.

From Montreal.

To Liverpool.—*Metagama,* C.P.O.S. Line, about November 25.

To London.—*Holbrook,* C.P.O.S. Line, about November 27 (via Antwerp); *Dunbridge,* C.P.O.S. Line, about November 28; *Verentia,* Cunard Line, about November 30.

To Glasgow.—*Pretorian,* C.P.O.S. Line, about November 26; *Dundridge,* C.P.O.S. Line, about November 28.

To Antwerp.—*Holbrook,* C.P.O.S. Line, about November 27.

To Bordeaux.—*Mississippi,* Fracanda Line (Canada Steamship Lines, general agents), about November 25; *Georgie* (Canada Steamship Lines, general agents), about November 29.

To Bilbao.—*Mississippi,* Fracanda Line (Canada Steamship Lines, general agents), about November 25; *Georgie* (Canada Steamship Lines, general agents), about November 29.

To South Africa.—*Benguela,* Elder Dempster Line, about November 25.

From Halifax.

To British West Indies.—*Chaudiere,* Royal Mail Steam Packet Company, about November 26.

To Liverpool.—*Barymore,* Furness Witty & Co., about November 27; *Canada,* White Star-Dominion Line, about December 5; *Megantic,* White Star-Dominion Line, about December 12; *Canadian Ranger,* Canadian Government Merchant Marine, Ltd., about December 8.

To London.—*Kanawha,* Furness, Witty & Co., about November 30; *Canadian Aviator,* Canadian Government Merchant Marine, Ltd., about December 15.

To Manchester.—*Manchester Hero,* Manchester Liners, about November 27.

To Glasgow.—*Canadian Navigator,* Canadian Government Merchant Marine, Ltd., about December 4.

To Cardiff and Swansea.—*Canadian Otter,* Canadian Government Merchant Marine, Ltd., about December 18.

To Rio de Janeiro, Santos, Montevideo, Buenos Aires.—*Canadian Spinner,* Canadian Government Merchant Marine, Ltd., about December 20.

To Barbados, Trinidad and Demerara.—*Canadian Gunner,* Canadian Government Merchant Marine, Ltd., about November 27.

To St. John's, Newfoundland.—*Canadian Sealer,* Canadian Government Merchant Marine, Ltd., about December 4.

From St. John.

To Liverpool.—*Canadian Rover,* Canadian Government Merchant Marine, Ltd., about December 10; *Melita* C.P.O.S. Line, about December 10; *Empress of Britain,* C.P.O.S. Line, about December 15.

To London.—*Kanawha,* Manchester Liners, about November 26; *Canadian Runner,* Canadian Government Merchant Marine, Ltd., about December 4; *Corsican,* C.P.O.S. Line, about December 11; *Castellana,* C.P.O.S.-Furness Line, about December 15.

**These sailings are not complete, but are compiled from lists of prospective sailings supplied by shipping companies.*

To Manchester.—*Manchester Corporation,* Manchester Liners, about December 15.

To Santiago, Cuba and Kingston, Jamaica.—*Canadian Trader,* Canadian Government Merchant Marine, Ltd., about December 1.

To India via Mediterranean.—*Canadian Conqueror,* Canadian Government Merchant Marine, Ltd., about December 4.

To Antwerp.—*Scandinavian,* C.P.O.S. Line, about December 21.

To Havre.—*Corsican,* C.P.O.S. Line, about December 11.

To Hamburg.—*Ramore Head,* Head Line, about December 25.

To Southampton.—*Scandinavian,* C.P.O.S. Line, about December 21.

To Dublin.—*Fanad Head,* Head Line, about December 20.

To Belfast.—*Fanad Head,* Head Line, about December 20.

To Karachi, Bombay, Colombo, Madras, Rangoon, Calcutta, Singapore, Batavia and Soerabaya (via Mediterranean).—*Canadian Conqueror,* Canadian Government Merchant Marine, Ltd., and British India Steam Navigation Company, Ltd., joint service, about December 4.

To Australia and New Zealand.—*Sussex,* New Zealand Shipping Co., about December 15.

To Eastern and Far Eastern Ports.—*Swazi,* Ellerman-Bucknalls, about December 10.

To South African Ports.—*Benin,* Elder-Dempster Company, about December 10.

From North Sydney.

To St. John's, Nfld.—*Sable I.,* Farquhar & Co., about November 27.

St. Pierre-Miquelon.—*Pro Patria,* Lacroix & Co., agents, about December 1.

From Vancouver, B.C.

To Australia and New Zealand.—*Makura,* Canadian-Australasian Royal Mail Line, about December 15.

To London, Liverpool, and Glasgow (via Panama Canal).—*Statesman,* Harrison Direct Line, about November 25; *Craftsman,* Harrison Direct Line, about December 25.

To Yokohama, Kobe, Nagasaki, Shanghai, Manila, and Hong Kong.—*Empress of Asia,* C.P.O.S. Line, about December 16.

To Yokohama, Kobe, Nagasaki, Shanghai, and Hong Kong.—*Monteagle,* C.P.O.S. Line, about November 27; *Empress of Japan,* C.P.O.S. Line, about December 7.

To Shanghai, Hong Kong, and Singapore.—*Bessie Dollar,* early December.

To Yokohama, Moji and Hong Kong.—*Mattawa,* C.P.O.S. Line, about November 24; *Methven,* C.P.O.S. Line, about January 23.

GLUT IN THE AUTOMOBILE MARKET IN INDIA.

At the present time there is a positive glut of motor cars, almost entirely of American make, in India, says the London *Times Trade Supplement.* As a result of the high purchasing power of the rupee last winter and with an eye to the visit of the Prince of Wales, which was to have taken place this autumn, large numbers of American cars were poured into the country. Many of them are of the high-priced types which in normal times are in little demand outside North America. The fall in the rupee and the postponement of the royal visit have upset the calculations of Indian dealers very badly. The result is that showrooms, warehouses, and wharves are congested with cars, and in many cases the importers are unable to accept delivery. In some of the towns enough cars to meet normal requirements for two years are in stock. The result is that the market is flooded with an accumulation of American cars which it will take a long time to dispose of, involving in all probability a good deal of price cutting.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

Argentine Republic.

R. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Belgium.

A. Stuart Bleakney, Canadian Government Trade Commissioner, 1 Rue de Florence, Brussels. *Cable Address, Canadian.*

Brazil.

Ernest Leonard McColl, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rut Goncalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

H. A. Chisholm, Canadian Government Trade Commissioner, 501 and 502, Teniente Rey 11, Havana. Casa de Corres—Apartado 1290. *Cable Address, Cantracom.*

France.

Hercule Barré, Canadian Government Trade Commissioner, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

George E. Shortt, Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, Via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; office 50-B Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Westminister House, Adderly street, Cape Town. *Cable Address, Cantracom.*

South Eastern Europe.

L. D. Wilgress, Canadian Government Trade Commissioner, c/o Canadian Government Trade Commissioner, Via Carlo Cattaneo 2, Milan. *Cable Address, Care Canadian, Milan.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

G. B. Johnson, Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

W. C. Noxon, Director, Overseas Trade Branch of the Department of Trade and Commerce, 1 Regent Street, S.W. 1, Eng. *Cable Address, Canmission.*

United States.

John A. Cooper, Director Dominion Bureau of Information, 1463 Broadway, New York City.

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:
Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:
Valparaiso, British Consul General.

Colombia:
Bogota, British Consul General.

Ecuador:
Quito, British Consul General.
Guayaquil, British Consul.

Egypt:
Alexandria, British Consul General.

France:
Havre, British Consul General.
Marseilles, British Consul General.

India:
Calcutta. Director General of Commercial Intelligence.

Italy:
Genoa, British Consul General.
Milan, British Consul.

Mexico:
Mexico, British Consul General.

Netherlands:
Amsterdam, British Consul.

Panama:
Colon, British Consul.
Panama, British Vice-Consul.

Peru:
Lima, British Vice-Consul.

Portugal:
Lisbon, British Consul.

Spain:
Barcelona, British Consul General.
Madrid, British Consul.

Sweden:
Stockholm, British Consul.

Switzerland:
Geneva, British Consul.

Uruguay:
Monte Video, British Vice-Consul.

Venezuela:
Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 248 St. James Street, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows: H.M. Trade Commissioner: Post Office Box 683, Calcutta, for correspondence: Office address, Allahabad Bank Building, 6 Royal Exchange Place, Calcutta: that of the Commissioner for the Straits Settlements is: Mr. A. F. G. Anderson, H.M. Trade Commissioner, Signapore, Straits Settlements.

LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE DEPARTMENT OF TRADE AND COMMERCE.

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report re Mail Subsidies and Steamship Subventions.
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Report of the Canadian Economic Commission (Siberia), 1919.
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Russian Trade (1916).
Trade of South China (1919).
Trade with China and Japan (1914).
Trading with Spain (1920).
Timber Import Trade of Australia (1917).
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Toy Making in Canada (1916).
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

BUREAU OF STATISTICS PUBLICATIONS.

Annual Report of the Trade of Canada.
Annual Report on the Coal Trade of Canada (1918).
Annual Report on the Grain Trade of Canada.
Beet Sugar Industry (The), (1908).
Canada Year Book (The), (Annual).
Criminal Statistics (Annual).
Directory of the Chemical Industries in Canada (1919).
Monthly Bulletin of Agricultural Statistics.
Monthly Coal Statistics.
Monthly Cold Storage Statistics.
Monthly Report of the Trade of Canada.
Report of the Fifth Census of Canada:
Vol. I. 1912, Areas and Population by Provinces, Districts and Sub-districts, with introductions, etc. (Out of print.)
Vol. II, 1913, Religions, Origins, Birthplace, Citizenship etc.
Vol. III, 1913, Manufactures, 1911.
Vol. V, 1915, Forest, Fishery, Fur, etc.
Vol. IV, 1914, Agriculture, 1911 (Out of print.)

Report on the Census of Industry, 1917:
Part I. Agricultural Statistics.
Part II. Dairy Factories.
Part III. Fisheries.
Part IV. Section I, Lumber, Lath, Shingles, etc.
Part IV, Section II, Pulp and Paper.
Other parts in preparation.

Report of Census of Prairie Provinces (Population and Agriculture), 1916.
Report of Conference on Vital Statistics, June, 1918.
Report of Postal Census of Manufactures, 1916.
Special Report on Foreign Born Population.

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Commercial Intelligence Journal

VOL. ~~XXIV.~~ NOVEMBER 29, 1920 No. 878

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

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Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA
THOMAS MULVEY
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1920

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa. Monday, November 29, 1920. No. 878.

REVIVAL OF THE IMPORTATION OF GERMAN MANUFACTURED PRODUCTS IN THE UNITED KINGDOM.

TRADE COMMISSIONER HARRISON WATSON.

London, November 2, 1920.—When the writer toured through Canada at the end of last year, a subject of frequent inquiry was to what extent Germany had recommenced shipping manufactured goods to the United Kingdom, and the future outlook in this direction.

At that time, although sensational statements were appearing in some of the newspapers relative to the recrudescence of the prewar German invasion of British markets, these allegations were officially denied by the Government, resulting from reports made by officials and experts who had been investigating German conditions on the spot, and the opinion was also expressed that a long time must elapse before Germany could seriously embark in export trade again.

This, like many other predictions, has been falsified by the unexpectedly rapid rate at which reconstruction has taken place, and it has been known for some time past that considerable quantities of German goods are being regularly imported into the United Kingdom.

Indeed, complaints that United Kingdom manufacturers are being again subjected to unfair competition owing to the prices at which the exchange position enables Germans to sell goods in this country, have been voiced recently from many industrial centres, combined with complaints that the Government is still postponing the introduction of the bill which was promised to protect "key" industries and prevent dumping.

Now that the House of Commons has reassembled, the matter has been the subject of question by members representing the constituencies interested, and last night the President of the Board of Trade submitted the following official particulars showing the quantities and values of imports of manufactured goods from Germany during the nine months ended 30th September, 1920, including definite figures of the particular articles which have been the subject of representations.

It will be observed that this import trade has already attained important dimensions, and as the articles enumerated include a number of manufactured goods which Canada has been supplying to this country since the Armistice, the reproduction of the minister's figures is of distinct interest to certain Canadian manufacturers:—

Import List Description.	Unit of Quantity.	Quantity.	Value.
Glassware—			
Domestic and fancy	Cwt.	69,983	£386,139
Bottles and jars	"	158,844	235,136
Iron wire	Ton	6,375	273,001
Hollow-ware of iron and steel, enamelled	"	1,860	182,682
Clocks, complete	No.	1,177,003	383,865
Wool tops	Centals of 100 lb.	12,006	501,040
Woollen and worsted yarn	Lb.	536,047	306,207
Silk ribbons		.....	139,403
Silk broadstuffs (mixed)	Yard.	2,504,213	599,373
Hosiery of cotton		.....	214,211
*Coal tar dyestuffs	Cwt.	31,487	1,399,027
Leather: Dressed, box and willow calf	"	2,394	311,087

*It should be noted that a large proportion of the imports from Germany of dyestuffs and intermediates include a considerable quantity received under the Reparation Clauses of the Peace Treaty.

IMPORTS OF GERMAN MANUFACTURED GOODS INTO UNITED KINGDOM.—*Concluded.*

Import List Description.	Unit of Quantity.	Quantity.	Value.
Paper—			
Printing, not coated	"	97,190	274,626
Packing and wrapping	"	168,828	517,919
Motor cars: Commercial	No.	5,389	1,545,407
Fancy goods		.....	284,581
Furs and skins, dressed	No.	1,183,758	294,699
Musical instruments, complete	"	874,914	316,805
Toys and games not of rubber or leather		.....	934,830
Other goods		.....	8,090,755
Total imports of manufactured articles			£17,190,793

NEW ZEALAND BANKS RESTRICTING ISSUE OF LETTERS OF CREDIT FOR PAYMENTS IN CANADA.

It being reported that the banks in New Zealand were refusing to issue Letters of Credit for payments in connection with goods purchased in Canada, Mr. W. A. Beddoe, Canadian Government Trade Commissioner in Auckland, New Zealand, was asked to send a cablegram regarding the situation. He replied as follows:—

The Bank of New Zealand and the National Bank authorize the following statement: "The banks are temporarily restricting the issue of credits on certain class of business pending arrival of exports in London which will provide funds for adjustment of exchanges." Situation daily improving.

FOODSTUFFS STILL CONTROLLED IN THE UNITED KINGDOM.

Trade Commissioner Harrison Watson.

London, November 4, 1920.—Although the rigid Government control exercised during the war, and in many cases after the Armistice, upon the importation and prices of a large number of commodities of all kinds, has gradually been removed, the Government decided some little time ago that, owing to the condition of affairs still existing, it was advantageous, in the interests of the public, to retain control of a certain number of articles of food, and in that connection to continue the office and organization of the Ministry of Food.

The procedure generally in force is to fix maximum wholesale and retail prices, although in the case of wheat and flour, importation is still conducted or controlled by the Royal Wheat Commission.

As most of the items on the controlled list are articles which are produced in Canada and shipped to this country in considerable quantities, it has been thought interesting to prepare a table illustrating the present position for the information of Canadian shippers, in which connection the Food Controller has kindly furnished us with the official memorandum which follows.

For the present purpose it has been thought unnecessary to reproduce the long lists of detailed prices which exist as in the case of meat.

It should be borne in mind that all these prices are subject to alteration at the shortest notice, although changes have so far been infrequent.

It might be added that in the case of jams and marmalades, although Government fixed prices were decontrolled some time ago, it was upon the understanding that the question of prices should be supervised by a special committee consisting of members of the jam trade, consumers and the Food Ministry.

PRICES OF CONTROLLED FOODSTUFFS IN THE UNITED KINGDOM.

COMMODITY.	FIRST HAND PRICES.	WHOLESALE PRICES.	RETAIL PRICES.
Bacon and Hams—	Sale to appointed wholesaler, 100s. to 218s. per cwt.	Wiltshire and Cumberland, 200s. to 256s. per cwt.	
	Any other sale, 104s. to 222s. 6d. per cwt.	Hams, 228s. to 274s. 6d. per cwt.	
	First hand and wholesale prices are controlled with the exception of U.S.A. bacon in broken packages sold wholesale. No bacon or ham is controlled as to retail price. All bacon and ham must be labelled.		
Butter, Imported—	3s. and 3s. 0½d. per lb.	3s. and 3s. 0½d. per lb.	3s. 4d. per lb.
	All butter must be labelled.		
Cattle Feeding Stuffs—			
Fine offals	£15, 10s. per ton.	£15, 10s. per ton.	
Coarse offals	£14, 10s. per ton.	£14, 10s. per ton.	
Cereals, Wheat—	*Home Grown.*—At present the average price at which millers are permitted to pay to farmers for Home Grown wheat is 95s. per 504 lbs.		
	Imported.—The Royal Commission on Wheat Supplies is practically the sole purchaser of foreign wheat which it allocates to millers for the production of flour.		
	Restriction on the use of Wheat.—The use and sale of wheat, other than for the purposes of human food is prohibited. Tailings and screenings or damaged wheat may, however, be so sold if certified by a panel to be unfit for human food.		
Cheese, Government Imported—	Whole milk, 1s. 4 d. per lb.		Whole milk, 1s. 8d per lb.
	All cheese must be labelled.		
Damaged Grain—			
Seeds and pulse.			
Damaged wheat	91s. per qr. 504 lb		
Eggs—			
Fresh		5s. 4d. per dozen.	6s. per dozen.
Imported fresh		5s. 4d. "	6s. "
Preserved		4s. 4d. "	5s. "
Chinese		3s. 7d. "	4s. "
Small		2s. 8d. "	3s. "
Fish, Canned—			
Salmon		Any grade, 96s. to 130s. per case.	Any grade, 1s. 4d. to 2s. 4d. per tin.
Flour—			
Home and Imported		*Subsidy.*—86s. per 280 lbs. The price of 86s. per 280 lbs. does not represent the cost to the Government. The difference is made up by means of a subsidy.	
		Flour Imported on Private Account.—The import of flour on private account is permitted subject to the directions of the Royal Commission.	
		Flour used for Precluded Purposes.—In order to prevent the use of subsidized flour for purposes known as precluded purposes, which in the main are purposes other than the manufacture of bread and confectionery in retail bakers' shops, a licence duty of 8s. per 280 lbs. has to be paid.	
Fruit—			
Apples—			
Home-grown	63s. per cwt.		10d. per lb.
Imported	68s. per barrel, 21s. 6d. and 23s. 6d. per case, 60s. per cwt.		10d. per lb.
	Controlled prices to come in force November 15, 1920.		
Lard—			
Imported	Refined 156s. 6d. per cwt.	Refined 161s. 6d. per cwt.	Refined, 1s. 8d. per lb.
	Unrefined, 154s. 6d. per cwt.		
	All lard must be labelled.		
Meat—			
Beef, Imported		Prices vary according to cut from 2s. 2d. to 11s. 4d. per stone of 8 lbs.	Prices vary according to cut 5 d. to 1s. 11 d. per lb.
		Imported boneless beef and shin were removed from schedule on Sept. 27.	
Mutton and Lamb—			
Imported		Prices vary, according to cut from 4s. to 10s. 6d. per stone.	Prices vary according to cut of *Lamb*, 8d. to 1s. 10d. per lb.
		Patagonian Ewe, 5s. 4d. per stone. Australian and New Zealand Ram, 3s. 4d. per stone.	No mutton is controlled as to retail price. *From 15th Nov.*
Sugar—			
Castor, icing pulverized	102s. per cwt	102s. per cwt.	1s. 0¾d. per lb.
Cubes, loaf sugar	100s "	100s. "	1s. 0½d. "
Granulated, crystals, Chips and crushed, dry, White sugar, white, Pieces (moist)	96s "	96s. per cwt	1s. per lb.
		The prices of coloured sugar must not exceed that fixed for licensed free sugar.	

ESTIMATED YIELDS OF WHEAT AND OTHER CROPS IN ENGLAND AND WALES.

Trade Commissioner Harrison Watson.

London, November 5, 1920.—The Ministry of Agriculture has just issued as a special memorandum the "Preliminary Statement showing the estimated total produce and yield per acre of the cereal and hay crops of England and Wales," and this bears out the general expectation that the results would be poor.

Apparently the grain crops never recovered from the cold and sunless weather of midsummer, and the results of threshing have failed to realize the hopes of optimists. This applies more particularly to wheat and oats in the West of England and in Wales.

The harvest was late and is not yet over, and in some districts much less threshing than usual has been done. Crops ripened slowly, and in the north a larger acreage than usual has been cut green. Although the harvest has been very protracted, crops on the whole have been secured under moderately favourable conditions.

WHEAT.

The total production for England and Wales is estimated at 6,677,000 quarters, which is 1,300,000 quarters less than last year. The yield per acre, 28·5 bushels, is even less than last year, and the smallest since 1904.

Although in most of the Eastern Counties the average return is 1½ bushels above the ten-year average, in others the yield is not so good.

Crops are very bad in the west and south-west, average yields being about 7 bushels per acre less than the ten-year mean.

BARLEY.

Barley, as anticipated, is turning out to be the best of the three chief crops, the yield, 31 bushels per acre, being very little below the average.

Here again the return is most satisfactory in the Eastern Counties, and poorest in the south-west, with the exception of Cornwall. The production is 6,336,000 quarters, an increase of 860,000 quarters as compared with last year and 670,000 quarters above the average of the previous ten years.

OATS.

Oats yielded 38 bushels to the acre, nearly 2½ more than in 1919, which was, however, a particularly bad year.

The total production is estimated at 10,760,000 quarters, which is about 160,000 quarters over the ten-year average but 660,000 quarters less than last year.

BEANS.

Beans were a good crop, giving a yield of 31·1 bushels per acre i.e. 3¾ above the decennial mean and 6 more than last year.

The total crop of 956,000 quarters shows an excess of 100,000 quarters over last year.

PEAS.

Peas were also good, giving an average yield of 27·4 bushels per acre, or 2½ more than usual, the total output being 444,000.

HAY.

Seeds hay shows 30·9 hundredweights to the acre, or 2½ hundredweights above the average, and over 7 hundredweights heavier than last year. As previously reported, the acreage showed an increase over 1919 and the total production, amounting to 2,588,000 tons, exceeded last year's by nearly 50 per cent.

Crops of meadow hay were also good, with 25·7 hundredweights per acre, more than 4 hundredweight above the decennial mean and the best yield since 1907. The total production, 5,650,000 tons, is 2,230,000 tons greater than last year.

Farmers, while possessing large stocks of hay for the coming winter, had to cart a large proportion of it in more or less damaged condition, and therefore the feeding value is not up to the usual standard.

The preliminary statement as issued in tabular form is reproduced in comparison with 1919:—

England and Wales.

	Estimated Total Produce.		Acreage.		Average Estimated Yield per Acre.		Average of the Ten Years
	1920.	1919.	1920.	1919.	1920.	1919.	1910-19.
	Quarters.	Quarters.	Acres.	Acres.	Bushels.	Bushels.	Bushels.
Wheat	6,677,000	7,976,000	1,874,634	2,221,195	28.5	28.7	30.6
Barley	6,336,000	5,474,000	1,637,166	1,509,716	31.0	29.0	31.2
Oats	10,760,000	11,417,000	2,264,635	2,563,733	38.0	35.6	38.8
Mixed corn	605,000	622,000	146,346	142,235	33.1	35.0	—
Beans	956,000	855,000	246,335	273,941	31.1	25.0	27.3
Peas	444,000	441,000	129,325	132,249	27.4	26.7	24.9
	Tons.	Tons.			Cwt.	Cwt.	Cwt.
Seeds' hay	2,588,000	1,769,000	1,674,512	1,501,253	30.9	23.6	28.4
Meadow hay	5,650,000	3,417,000	4,395,258	4,170,509	25.7	16.4	21.7

TRADE AND FISCAL NOTES FROM AUSTRALIA.

C. Hartlett, *Office of the Trade Commissioner.*

British Manufacturers' Propaganda in Australia.

Melbourne, Australia, October 15, 1920.—Despite the higher Commonwealth customs duties recently brought in force, British manufacturers appear to be making every effort to regain their prewar trade with and expand their exports to Australia, particularly in view of the decided tariff preference on goods and products made in the United Kingdom.

A touring picture exhibition, financed by British manufacturers, has just arrived at Perth, Western Australia, and will afterwards visit all the State capital cities of the Commonwealth. Its object is to show the people of Australia what is being accomplished by manufacturers in the United Kingdom, the class of goods made, and the methods employed in their production. Another exhibition—the Dominions Touring Exhibition—organized by the British Government, is also to visit Australia. This exhibition is due to arrive at Perth early next year and is timed to reach Melbourne some time in March. It is to include exhibits by all the leading British manufacturers, and will be accompanied by officials from the British Board of Trade.

Australian Production.

An interesting statement in relation to Australian manufacturing and primary industries was recently made by a leading officer of the Commonwealth Statistician's office in giving evidence before the Arbitration Court at an inquiry in regard to shorter working hours for factory employees.

This officer stated that, taking production figures in various industries as a basis, Australian manufactures, over a long period of years, had not represented more than 25 per cent of the total nominal value of the country's output. The other 75 per cent was made up of the great basic industries, such as agriculture, pastoral pursuits, mining, forestry and dairying.

Sale of Australian Wheat to Egypt.

It is announced by the representative of the Egyptian Government (Major S. S. Saunders), at present in Australia, that he has concluded a contract with the Australian Government for the purchase of a large quantity of the coming season's wheat. This contract had been under consideration for some weeks. Both contracting parties state that it is not advisable at the present time to furnish particulars as to quantity and price in relation to the contract, but they will be made available at an early date.

Expert authorities express the view that the quantity purchased is about 300,000 tons of wheat, of which 260,000 tons are to be gristed in Australia, and that the basis of price agreed upon is 10s. 6d. ($2.55) per bushel f.o.b. Australian ports.

Australian Wheat Production.

It is officially estimated that during the present season (1920-21) there are 10,227,509 acres under wheat for both grain and hay in the four wheat-producing States of Australia. This represents a total increase of about 1,120,000 acres, as compared with last season. The figures for each of the four States compare as follows:—

	1919-20.	1920-21.
Victoria.....Acres.	2,335,490	2,555,700
New South Wales ..... "	3,050,330	3,585,300
South Australia..... "	3,444,437	2,627,241
Western Australia..... "	1,276,599	1,459,268
Acres.	9,106,856	10,227,509

Expert authorities consider that the wheat yields will be at least 137,000,000 bushels, or slightly over 13¾ bushels to the acre, and that the various States should contribute the following quantities to the total: Victoria, 45,000,000 bushels; New South Wales, 40,000,000 bushels; South Australia, 35,000,000; and Western Australia, 17,000,000. If this estimate of 137,000,000 bushels is realized, it will be the largest yield in Australia, with two exceptions, viz.: 1915-16 and 1916-17, when 179,065,703 bushels and 152,420,187 bushels respectively were marketed.

The Commonwealth Government has guaranteed an advance to the grower of 5s. ($1.21) a bushel for wheat delivered at country railroad stations, equivalent to 5s. 6d. ($1.34) to 5s. 9d. ($1.40) free on board steamer. To this guarantee the Government of the State of New South Wales has added 2s. 6d. (61 cents) a bushel for all wheat grown in that State and placed in its pool, so that the f.o.b. price in New South Wales will have to be from 8s. ($1.95) to 8s. 6d. ($2.07) to save the Government any loss in the transaction.

Australian Wool Sales.

As recently reported by this office, the Australian Central Wool Committee, which controlled the marketing of all Australian wools during the war years, ceased its operations on June 30, 1920, so far as wools clipped after that date are concerned.

On October 1, the first sale under the prewar open auction system was held at Adelaide, South Australia, where a catalogue of 20,000 bales was submitted to buyers. Although there was a good muster of buyers representing British, French, Canadian,

United States, Belgian and domestic mills, the sale (with exception of fine wools) was disappointing to growers. Of the 20,000 bales submitted 10,834 bales were withdrawn from sale.

Fine wools alone were in some demand, one lot of 21 bales of wether hogget wool selling for 39½d. (80 cents) per pound, which is said to be the highest price ever paid at auction in Australia for greasy wool. This lot was bought for an Australian mill. Other lots in the same clip brought 34d. (69 cents), 31¾d. (64 cents), 30½d. (62 cents), and under.

The best lamb's wool realized 17d. (34 cents). Strong wools, especially burry sorts, were difficult of sale, while bellies and pieces, especially when burry, scarcely elicited any bids and were practically unsaleable. It is authoritatively stated that fully half the wools sold at these sales were for domestic mills, which have considerably expanded during the past year or two.

The Sydney sales opened five days later than Adelaide, and were also well attended by buyers from the leading wool manufacturing countries. As at Adelaide, only the finer wools in demand, and there were heavy withdrawals of other classes, including every lot of crossbreds offered. A small lot of scoured wool brought 50d. ($1), but other lots were withdrawn. The highest prices brought for the finer grades of greasy wool were 34d. (69 cents), 31d. (63 cents), 30½d. (62 cents), 30d. (61 cents) per pound. The Melbourne sales open on the 18th instant, when it is anticipated a better tone will prevail and a more definite indication of future values will probably be more accurately defined.

Price of Gold in Australia.

For the six months beginning October 1, 1920, the Melbourne branch of the Royal Mint announces that the premium to be charged on gold to manufacturers is £1 0s. 3d. ($4.93) per ounce, making the present price charged to manufacturers £4 18s. 1½d. ($23.88) per ounce for standard gold.

The higher rate represents an increase of 1s. 3½d. (31 cents) over the amount charged during the past six months. The gold yield of Australia has been decreasing annually for many years. From 3,665,865 ounces, valued at more than £15,000,000, in 1905, it has fallen to 1,054,547 ounces, valued at £4,500,000, in 1919, or more than two-thirds.

Australian Note Issue.

In the usual monthly return issued by the Commonwealth Treasury Department it is stated that the amount of the Government note issue on September 29, 1920, was £53,620,082, representing a decrease of £3,500,000 compared with three months ago. At its highest point the note issue amounted to £59,670,000. The amount of gold coin held by the Treasury against the note issue on September 29, 1920, was £23,294,352, or 43·44 per cent of the notes in circulation.

Reward for Discovery of Oil in Australia.

It is officially announced that the reward of £10,000 offered by the Commonwealth Government for the discovery of petroleum oil in commercial quantities in Australia has been increased to £50,000. The reward, however, will not apply to the operations of the Anglo-Persian Oil Company, which is under a contract with the Commonwealth Government to bore for oil in Papua (New Guinea) and is being paid for the work.

EXCHANGE RATES FOR CUSTOMS DUTIES IN AUSTRALIA.

C. HARTLETT, *Office of the Trade Commissioner.*

Melbourne, October 16, 1920.—An amending Customs Bill is now before the Australian Parliament with the object of overcoming the situation that has arisen in regard to the present method of calculating the rate of exchange for customs purposes. The following are the principal features of the Bill:—

1. The Commonwealth Board of Trade is empowered to decide the way in which the rate of conversion shall be computed.

2. When the bank rate of exchange of any country is more than 10 per cent below the mint par values, the Minister for Trade and Customs shall refer to the Board of Trade the question whether the bank rate of exchange shall be used as the basis of the computation as to the value for duty of goods imported from respective countries.

3. Upon receipt of the reference made in pursuance of the subsection of the Bill, outlined in the preceding paragraph, the board may recommend to the minister that the bank rate of exchange be used as the basis of the computation of the value for duty of goods imported from the particular country specified in the reference.

4. The board shall not make a recommendation which, if adopted, would in its opinion be prejudicial to (*a*) the manufacture of goods in Australia, or the sale in Australia of those goods, or (*b*) any preference given to the goods imported from the United Kingdom.

5. On receipt of a recommendation from the board the Minister for Trade and Customs shall direct the bank rate of exchange to be used as the basis of the computation of the value for duty of all goods imported from the country in question.

6. If at any time the board is of the opinion that goods affected by a recommendation are being imported into, or are being sold, or offered for sale in Ausralia in substantial quantities at prices below the fair market value for home consumption at the date of shipment of similar goods in the United Kingdom (or in Australia), and that the production of similar goods in Australia or the United Kingdom is likely to be adversely affected, the board may recommend to the minister that the value for duty of such goods be computed on the mint par rate of exchange.

7. The minister may at any time refer to the board for report the question whether the value for duty of any goods should continue to be computed on the basis of the bank rate of exchange or not.

The Bill defines the "bank rate of exchange" as the rate of exchange on London at which commercial transactions are settled between two countries, and "the mint par rate of exchange" as the standard value of the coins of any country as compared with the pound sterling in gold coin.

The Bill is the outcome of a number of deputations of importers interested in continental goods. It was stated at these interviews that the present method of assessing the value for duty on the basis of the mint par rate of exchange, as against the bank rate, has about trebled and, in some cases, quadrupled the rate on goods from certain continental countries and gives a decided advantage to others.

The goods affected are chiefly materials which are used in the manufacturing industries, such as silks, piece-goods of all kinds, ribbons, trimmings, artificial flowers, glassware, men's felt hats, etc. There are huge quantities of these goods at present in bond in Australia which will have to be returned at a heavy loss to their respective countries of origin unless something approximating bank rates of exchange is taken as a basis in arriving at values for duty purposes.

Whether the Bill will pass through Parliament as introduced cannot be conjectured, but there is an obvious desire to meet the representations made alike by importers and the consuls-general for (our recent allies) France, Belgium, and Italy.

TRADE AND ECONOMIC NOTES FROM NEW ZEALAND.

Trade Commissioner W. A. Beddoe.

Locomotives for the Government.

Auckland, October 12, 1920.—With respect to tenders for 25 locomotives, invited by the New Zealand Government, there were twelve responses. Two tenders were from Canada, one from the United States, one from Germany, one from South Australia, and seven from the United Kingdom. The prices ranged as high as £17,525. The contract was for delivery within twelve months and all material used in the construction of the locomotives must be up to British standard specification. The successful tenderer was the North British Company, of Glasgow, the contract price being £12,350 per engine. The engine weighed 84 tons 15 hundredweight in working trim.

Tenders for 8-ton Wagons.

For the manufacture of 2,500 eight-ton four-wheeled wagons four tenders were received from British firms, four from the United States, one from Canada, and one from Germany, while one British firm tendered for 250 wagons and another for 1,000 wagons. With one exception the tenders were subject to fluctuation in respect of both wages and material. The successful tenderer was Cammell, Laird and Company. This was the only tenderer who quoted a firm price, the tender being £325, 13s. per wagon.

The Prime Minister, the Rt. Hon. W. F. Massey, stated in the House that tenders had been accepted for 2,500 wagons from the above-named Scotish house, so I regarded this matter as being settled. However, a cable arrived here, stating that in consequence of labour conditions in Great Britain, there would be great delay in the delivery of these wagons. Assuming that this would reopen the matter I at once communicated with the Railway Department, asking that Canadian tenderers be considered, should the matter be reopened. That is where it stands at this moment.

With respect to the second thousand wagons, for which tenders are asked in New Zealand only, that position is also unaltered. I have communicated with the authorities respecting blue prints, and these will be supplied, should tenders be invited outside New Zealand.

Total Cost of Rolling Stock.

The total cost of the 25 locomotives was £308,750 and of 2,500 wagons £814,125, making a grand total of £1,122,875 (exclusive of freight and cost of erection in New Zealand). The total estimated cost of the engines and wagons on the rails in running order in New Zealand was about £1,700,000.

This office kept in constant touch with the Prime Minister, who is Minister of Railways, and the General Manager of the Government Railways, and it is a matter for regret that the Canadian tenderers were unsuccessful.

In this regard the General Manager of the New Zealand Railways states that with respect to the additional thousand wagons for which tenders are now invited, the intention is to give New Zealand manufacturers an opportunity of building wagons if they are so disposed, and it is not at present intended to go outside the Dominion for these wagons. "Should the position be altered I shall have pleasure in giving you timely notice so as to give the Canadian manufacturers an opportunity of tendering. I shall also notify you in any case where the Government Railways are going beyond New Zealand for material or supplies for which Canadian manufacturers could compete."

I have made all arrangements to secure the fullest particulars with respect to the thousand wagons alluded to above, which will be sent to the Department the moment they are received. In my judgment it will be quite impossible to build these wagons in New Zealand, so I am confidently able to assure you that in due course, tenders outside of New Zealand, will be invited.

Conversion and Exchange.

It was intimated to the Department that complaint was made here that in many cases Canadian goods are sold and a stipulation made that the payment be in American exchange. Business houses here cannot understand why they should buy Canadian goods and pay for them in foreign money.

The Financial Situation.

There is little noticeable change in the money market. It is expected there will be a reduction in the surplus of deposits over advances, but not a heavy decrease. The coming quarter will probably bring a more noticeable drain on funds, as there will be considerable calls for funds in that period for financing the coming season's produce.

Calls for funds for local bodies are increasing, and the aggregate amount wanted is running into very big figures. The proposal of the Government to tax incomes derived from these debentures, and the limitation of the rate of interest to 5½ per cent, has hampered the flotation of these loans. There is a tendency towards a 6½ per cent rate for mortgages, in view of the higher bank rate for advances, and if local body debentures are subjected to income tax, money is liable to flow more towards mortgages.

A serious factor in the money market is the rapid and heavy growth in importation. For the eight months of this year imports have reached the high total of £35,475,000, which is £4,410,000 more than the exports for the same period. For some time past exports have been well in excess of imports, this is rather too large a swing of the pendulum, and a point that requires careful watching by commercial interests.

MARKET FOR GASOLENE ENGINES AND TRACTORS IN JAPAN.

Trade Commissioner A. E. Bryan.

Yokohama, October 27, 1920.—The farmers of Hokkaido, Japan, are gradually adopting western methods of farm production. Gasolene tractors and engines are now quite frequently seen on the various farms in that part of Japan. On account of the rising costs of farm labour the time has now come when it is more profitable for the Japanese farmer to use mechanical devices where before he used hand labour owing to the fact that it was so cheap. There are said to be now in the Hokkaido about forty tractors in use, all of which have been imported during the last couple of years. Considerably more tractors would be in evidence if it were not for the fact that the majority of the farmers cannot afford to purchase them. United States tractors retail in the Hokkaido for about 4,500 yen, so that only the wealthier farmers have so far been able to use them. Nevertheless, the tractor has been a big advertisement for all kinds of mechanical devices and it is no wonder that the gasolene engine (which of course retails at a much less price, and is within the reach of most of the farmers) has now become so popular.

At a recent agricultural exhibit in Sapporo, a city in this northern province of Japan, one exhibitor had no less than ten gasolene engines running at one time and connected up with a different farm accessory of one kind or another, such as the churn, grinder, chopper, pump, etc. This demonstration proved to be of great interest to the three thousand farmers who visited that exhibit.

There is therefore a growing market in the Hokkaido for gasolene farm engines of all kinds. Up to the present the 1¾ horse-power engine with magneto ignition and adaptable for either gasolene or kerosene has proved the most popular, although engines of less power and those ranging as high as 10 horse-power have been imported. In order to give some idea of the prices which Canadian manufacturers would have to meet in this market the following price list submitted to me by a Japanese firm of agricultural implement importers will prove of value:—

STATIONARY GASOLENE ENGINE PRICES IN JAPAN.

H.-P.	Wholesale. Yen.	Retail. Yen.
1½	380	450
2½	420	530
4	860	980
6	1,100	1,250
5	920	1,100

Yen at present rate of exchange=$0.576.

These engines are all of United States manufacture and are imported from San Francisco via Yokohama.

The Canadian Trade Commissioner in Yokohama would be glad to receive catalogues and prices c.i.f. Yokohama for both gasolene farm engines of the above description and farm tractors.

PRESENT TRADE SITUATION IN AUSTRIA.

Trade Commissioner L. D. Wilgress.

I.

Vienna, July 18, 1920.—The present economic situation in Austria may only be characterized as abnormal and is not based on stable foundations. The country is dependent for essential foodstuffs largely upon supplies sent from foreign countries on credit. Owing to the extreme shortage of coal, which must also be mostly obtained from abroad, the industries and railways are crippled, while the former are also unable to purchase the necessary amount of raw material to permit of the resumption of industrial operations upon a large scale, even if the coal was available. The financial position of the state is such that in spite of the unduly heavy taxation, loans must be resorted to for meeting the deficiency between revenue and expenditure and for arranging the purchase from abroad of essential food supplies. Under these circumstances it is difficult to estimate at present the prospects for the development of future trade with the new Republic of Austria, but Canadian firms will no doubt be interested in a survey of the trade and industries of that country within its greatly restricted boundaries as constituted by the Peace Treaty.

THE NEW REPUBLIC OF AUSTRIA.

The former Empire of Austria, exclusive of the Kingdom of Hungary, had before the war an area of 115,500 square miles and a population of 28,567,898. The new Republic of Austria has an area of 32,418 square miles and is thus about as large as Lake Superior. The total population is approximately 6,500,000, of which a little over 2,000,000 live in the city of Vienna. The new republic retains, with the exception of minor boundary adjustments, the whole of the Provinces of Lower and Upper Austria, comprising the hilly territory on both banks of the Danube. There are also included within the present boundaries of Austria, the Alpine regions of Salzburg, North Tyrol and Voralberg and a large part of the of the Provinces of Styria and Carinthia, which

comprise the eastern extremities of the main chain of the Alps. The southern districts of the two last provinces have been assigned to Jugo-Slavia, while the greater part of the Tyrol now belongs to Italy, only the northern districts along the valley of the Inn remaining to Austria. On the other hand a considerable stretch of territory in West Hungary has been allocated to Austria by the Peace Treaties. This district is exceptionally fertile and supplies Vienna and other Austrian towns with agricultural products.

It is thus seen that with the exception of the hilly districts in the valley of the Danube and along the eastern boundary, the new Austria is almost entirely mountainous, resembling Switzerland more than any other country. Agrarian and pastoral pursuits form the chief occupation of the inhabitants. Manufacturing is considerably developed at Vienna and is also carried on to a certain extent in Gratz, Wiener Neustadt, Linz and a few other centres, but elsewhere is unimportant. The New Austria has extensive forest resources and the timber and paper industries are of importance. There are deposits of brown coal in West Hungary and elsewhere, but these are able to supply less than 15 per cent of the domestic coal requirements. On the other hand Austria has abundant potential water-power estimated at over 1,700,000 horse-power, awaiting the necessary capital and initiative for development. The utilization of these water-power resources would solve in large measure the pressing problem of coal supplies for Austrian industries.

THE FOOD POSITION.

The economic problem of Austria would be relatively simple were it not for the necessity of providing foodstuffs for the large population of Vienna. The rest of the republic, being chiefly agrarian, would be practically self-supporting in regard to most food supplies. There is, however, the further complication that a large proportion of the total population are not engaged in productive pursuits. According to the editor of the *Austrian Economist* only about 3,150,000 out of the total population of Austria, amounting to 6,500,000 are actually productive. Of these about 1,400,000 are engaged in forestry and agricultural occupations, 1,000,000 in manufacturing and trades, 500,000 in commerce and traffic, and 250,000 in public service and the various intellectual professions. About 1,000,000 of all these working people live in Vienna, being engaged almost exclusively in manufacturing, trading, and in the liberal professions. The remainder of the population of the Republic is comprised of women and children and the considerable class of pensioners, retired men and others living on annuities. The greater part of the latter live in Vienna and the provincial centres such as Gratz, Salzburg, Innsbruck, Linz, etc.

Before the war the agricultural production on the present territory of the Republic yielded an average harvest of 790.000 tons of wheat and rye and 650,000 tons of barley, oats, maize and buckwheat. These two figures together represent a deficiency of about 1,750,000 tons of grain and fodder below the normal requirements of the country. The average crop of potatoes is 1,300,000 tons, which is about 700,000 tons below the requirements. The prewar yield of leguminous vegetables was about 18,700 tons, which is only a little more than a quarter of the normal domestic demand. With regard to cattle breeding the Alpine districts of Austria formerly reared more than was required in the territory of the present Republic, but owing to the large number of live stock killed during the war there is now also a great deficiency of meat, milk and other animal products. There is an absolute lack of home-produced sugar, since sugar beets are not grown in Austria. It is thus seen that present Austria is dependent to a large extent upon supplies of foodstuffs and fodder imported from foreign countries.

GEOGRAPHICAL SITUATION.

The Republic of Austria is a long narrow country, which broadens considerably in the eastern half, so that it is almost triangular in shape. It occupies a central

situation, bordering on six other European countries. On the east there is Hungary, on the north Czecho-Slovakia and Germany, on the west Switzerland, while on the south the boundary is contiguous with that of Italy and Jugo-Slavia. The central situation of Austria may have a considerable influence on the future trade of the Republic and the continuation of the importance of Vienna as a distributing centre for south-east Europe.

Most of the eastern ranges of the Alps are in Austrian territory and mountains cover the greater part of the Republic, extending almost up to the eastern boundary, where they merge into the great plain of Hungary. The north-east corner of Austria is comprised of the two fertile Provinces of Lower and Upper Austria. This is the hilly region of the Danube Valley and is the most thickly settled part of Austria. The river Danube enters Austrian territory at Passau, where it is joined by the Inn, and flows in a west to east direction for a distance of over 200 miles, leaving the territory of the Republic just above the Czecho-Slovak town of Bratislava (Pressburg). Throughout this distance the Danube is navigable and is the main artery of traffic from west to east. Vienna has owed its importance as a commercial centre to its strategic situation at the point where the main trading-route from the Baltic to the Adriatic crosses the great highway of the Danube.

IMPORTANCE OF VIENNA AS A TRADE CENTRE.

Vienna is the capital and the most important city in the Republic. Before the war this city was the chief commercial and financial centre of the Austro-Hungarian Empire. Vienna is a magnificently built city of over 2,000,000 inhabitants, with many splendid public buildings, palaces and private residences and beautiful parks. Having been the ancient capital of the Austrian Empire, it has long been one of the leading European centres of art and culture. The city is situated in the east of Lower Austria and is almost entirely on the right bank of the Danube at the base of the Wiener Wald, a heavily wooded range of hills. On the other side of the Danube stretches the great level plain of Vienna.

Numerous and important industries are centred in Vienna, among the principal being the iron and steel industry; the manufacture of machines, tools and scientific instruments; the making of jewellery and articles of gold, silver, bronze and tin; silk, linen, wool and cotton weaving; manufacture of carpets and clothing; furniture and leather goods manufacture; chemical works and breweries. Vienna was also the chief grain and cattle market of former Austria. It is, however, largely to its importance as a financial and a commercial centre that the city owed its great prosperity before the war.

Since the time of the Crusades Vienna has been one of the chief emporiums for the exchange of commodities between the industrial West and the agricultural East. Several of the most important trade routes in Europe converge at Vienna. Thus there is the well-known route from the Baltic through the Moravian Gap in the Carpathians to the Danube and which continued on through the Semmering Pass and the valley of the Mur gives the easiest access to the Adriatic at Trieste. From North Germany there is a direct route to the Danube at Vienna by the pass of the Elbe river. The Danube is the most important highway of all and has for centuries served as the main trade route from west to east.

PRESENT POSITION OF VIENNA.

The above review indicates the principal reasons for the importance of Vienna as a trade centre before the war. The dismemberment of the Austro-Hungarian Empire has had serious effects on the commercial and financial influence of this city. It is of great interest to Canadian firms desirous of developing trade relations with the countries of Central and Southeast Europe to study to what extent Vienna is likely to recover its prewar importance as a distributing centre.

A glance at the map will show that Vienna is situated in the extreme northeast corner of the Republic of Austria and that it is cut off from adjacent territory on both the north and east by the new political boundaries. The territory of the Austro-Hungarian Empire, which up to 1918 was included in one Customs Union, is now divided among seven different states, viz.: Austria, Hungary, Czecho-Slovakia, Italy, Jugo-Slavia, Poland and Roumania, each of which has its own customs tariff and stringent import and export regulations. The railway system of the former Empire was composed of lines radiating from the leading commercial centres, Vienna and Budapest. Each of the seven states above mentioned is now endeavouring to consolidate its own railway system in accordance with the changed political conditions, thereby directing traffic away from Vienna and Budapest to their own commercial centres. The creation of Czecho-Slavakia as an independent State has cut Vienna off from a large extent of productive territory which was formerly tributary to it commercially and financially. The inclusion of the Danube port of Bratislava (Pressburg) in Czecho-Slovak territory has seriously challenged the position of Vienna as the chief entrepot for the traffic to and from the East by the river Danube. The Czecho-Slovaks are making every effort to develop the port of Bratislava and to attract traffic to this port to the disadvantage of Vienna. Before the war the river traffic at the latter port amounted to over 1,750,000 tons a year.

The dismemberment of the Austro-Hungarian Empire has also affected the position of Vienna as a financial centre. Thus before the war most of the principal industrial enterprises of Bohemia, Moravia and Silesia, which now form part of Czecho-Slovakia, were financed and administered from Vienna. The Czecho-Slovaks are now bringing pressure on these concerns to move their administrative offices to Czecho-Slovakia. Similarly before 1914 a very large share of the trade of the Danube basin and the Balkan States was financed from Vienna. This city was the fourth most important financial centre of Europe. The states which have fallen heirs to the territory of the former Empire are now striving to free themselves from commercial and financial dependence on Vienna.

ADVANTAGES OF VIENNA.

It is thus seen that the new delimitation of political boundaries in Central Europe has very disadvantageously affected the commercial position of Vienna. It is not probable that any scheme for an economic federation of the Danube States, as is being advocated in certain quarters, will be realized in practice, so that the conditions above outlined will have to be allowed for in considering the extent to which Vienna will serve as a distributing centre in the future. There are many compensating advantages in favour of this city in its struggle for existence as the most important trade centre of the Danube basin. First there is the unexcelled geographical situation at the point where several trade routes from Central Europe converge on the Danube. Secondly, there is the experience and organization of the financial and commercial houses, which should enable them to retain a large share of the business of the Danube basin. The gradual modification of present trade restrictions should result in a revival of the entrepot business of Vienna houses in the trade between Western and Southeast Europe, althongh no doubt to a more limited extent than before the war. The possibilities of this centre for the distribution of goods throughout the countries of the Danube basin should therefore not be overlooked by Canadian firms.

PROVINCIAL CENTRES.

The life and commerce of the Austrian Republic are centred in Vienna to a degree surpassed by few other countries, but the mountainous nature of the country gives considerable local importance to the provincial centres, so that a brief résume of the more important other towns would appear desirable. The second largest town

in the republic is Gratz, which had a prewar population of 151,670. It is the commercial centre of the Eastern Alpine region and the capital of the province of Styria. Gratz is beautifully situated on the river Mur, and being one of the pleasantest of Austrian provincial centres, is frequently chosen by retired public servants as a residence. There are a number of factories of machinery, paper, cloth, leather, beer and sparkling wines.

Linz is the capital and the chief centre of Upper Austria. It is picturesquely situated on the right bank of the Danube and has a prewar population estimated at 67,860. Linz is the distributing centre for a considerable extent of fertile and thickly settled territory. The chief town of the Austrian Tyrol is Innsbruck, with a prewar population of 53,200. It is situated on the river Inn and is surrounded on all sides by lofty mountains. Innsbruck is a prosperous town and is the commercial centre for all the western part of Austria. Salzburg (prewar population 36,210) is one of the most beautifully situated towns in Europe. It is a favourite place of residence for retired public servants and is the most important town in Central Austria. The town of Wiener Neustadt (prewar population 36,150), 30 miles south of Vienna, deserves mention by reason of its important industries, including locomotive, iron, leather, and other factories. The most important town in the province of West Hungary, which has been lately added to Austria, is Oedenburg or Sopron, with a prewar population of 33,700, and the centre of an agricultural district.

POPULATION.

The great majority of the inhabitants of Austria belong to the German race. Germans account for over four-fifths of the total population of Vienna, and of the remainder about half are Czechs and other Slavs. There is also a considerable Hungarian element in Vienna. The other towns have almost exclusively a German population.

THE TRADE AND INDUSTRIES OF CZECHO-SLOVAKIA.

IV.

Trade Commissioner L. D. Wilgress.

Principal Trade Channels.

The trade with Czecho-Slovakia requires a certain knowledge of the principal factors governing the distribution and financing of imports and the channels through which business is conducted in this country at the present time.

INDUSTRIAL SYNDICATES.

The most important organizations for the importation of raw materials are the syndicates into which the principal industries have been organized by the Government. The industrial enterprises and traders in the various branches of trade were compelled to join the syndicates of the particular industry to which they belonged. The Government is represented on the board of directors of each syndicate. The syndicate has full control over the importation and distribution of raw materials and examines all applications for import and export licenses relating to its particular industry. As a typical example of the organization of the syndicates, there may be mentioned the Cotton Syndicate, which is comprised of all the Czecho-Slovak spinners, each member having furnished capital in accordance with the number of spindles operating. The total capital is 45,000,000 crowns, of which one-third has been paid up. This syndicate is the only agency authorized to make purchases of

cotton, but the sanction of the Ministry of Finance is necessary for each purchase. Other syndicates have been formed for the metal, chemical, paper, glass, timber, sugar, beer, spirit, hops, fats, enamelled ware, mother-of-pearl, woollen and linen trades. The following are the addresses of the Czecho-Slovak syndicates likely to be of interest to Canadian exporters of raw materials, machinery, or other supplies:—

Syndicate for Metal Industry, Vodickova 41, Prague II.
Syndicate for Chemical Industry, Jindrisska 10, Prague II.
Syndicate for Fats (soap manufacture) Prikopy 17, Prague II.
Cotton Control Syndicate, Zivnostenka Banka, Prague I.
Syndicate for the Paper Industry, Havlickovo, Namesti, 10, Prague II. (Secretary, Dr. Glaser.)
Syndicate for Glass Industry, Vacklavske Namesti 62, Prague I.

EXPORT COMMISSIONS.

The export of the finished products of certain leading Czecho-Slovak industries is mostly handled through export commissions representing all the producers in the particular industry and under the control of the Government. Thus the latter, in order to exercise its monopoly of the export of sugar, has organized the Czecho-Slovak Sugar Export Company, Ltd., Prague I., to which all inquiries for sugar have to be addressed. The export of spirits in a similar manner is handled by the Czecho-Slovak Spirit Commission at Prague. Other industries are subject to control through the export sections of the Commission for Foreign Commerce, which grants export licenses to individual firms, but many have formed export associations for the promotion of the sale of their products abroad.

The principal manufacturers of Czecho-Slovakia are also organized for the protection of mutual interest into the Czecho-Slovak Manufacturers' National Association. There is an export section of this association at Mikulanska 6, Prague II, which is prepared to answer inquiries from abroad relative to Czecho-Slovak industries.

FREEDOM FROM FOREIGN CONTROL.

Before the formation of the Czecho-Slovak State, many of the larger industrial enterprises in Bohemia, Moravia and Silesia were controlled and financed from Vienna, in which city were located the head offices. Similarly in Slovakia the control of the industries was centralized in Budapest. In order to free these industries from the controlling influence of Vienna and Budapest, the National Assembly has passed a law providing that enterprises carrying on production or transportation within Czecho-Slovakia, but having their administrative office in a foreign country, should upon request of the Czecho-Slovak Government move their head office and executive management to a centre within the boundaries of Czecho-Slovakia. This law, however will not be able to affect the close inter-relationship between the respective industries and company finance of Czecho-Slovakia and Austria.

THE BANKS OF CZECHO-SLOVAKIA.

The banks of Czecho-Slovakia play an important part in the trade and industries of the country. They are mostly large trading institutions with extensive interests also in industrial enterprises.

The largest Czecho-Slovak banking institution is the Zivnostenska Banka, with head office at Prague and branches throughout the country, as well as at Vienna and Trieste. The paid-up capital is 200,000,000 crowns, and the deposits over 1,500,000,000 crowns. The Zivnostenska Banka was founded in 1868 and is interested in many industrial enterprises, particularly in textile mills.

The following is a list of the principal commercial banks in Czecho-Slovakia, with the paid-up capital and approximate amount of deposits.

Name of Bank.	Capital. C. S. Crowns.	Deposits. C. S. Crowns.
Zivnostenska Banka	200,000,000	1,500,000,000
Bohemian Industrial Bank	150,000,000	500,000,000
Bohemian Union Bank	80,000,000	750,000,000
Prague Credit Bank	75,000,000	350,000,000
Agricultural Bank	40,000,000	450,000,000
Bohemian Discount Bank	40,000,000	400,000,000
The Bohemian Bank	40,000,000	—
Central Bank of Bohemian Savings Banks	35,000,000	350,000,000
Moravian Agricultural Bank	26,000,000	450,000,000
Bohemia Czecho-Slovak Foreign Banking Corporation	25,000,000	—

The capital of nearly all the above banks is subject to increase. The head offices are located in Prague of all except the Moravian Agricultural Bank, which is at Brunn (Brno). Branches are maintained in the leading centres. The Bohemia



Carlsbad, the famous Czecho-Slovak Health Resort.

Czecho-Slovak Foreign Banking Corporation has branches at New York and Paris. French capital is interested in the Prague Credit Bank and Dutch capital in the Bohemian Industrial Bank and the Prague Credit Bank. The Bohemian Union and Bohemian Discount Banks were formerly mostly under the control of capital of German nationality, but now Czechs are represented on the board of directors of each institution.

THE LEADING COMMERCIAL CENTRE.

Prague is the capital and the most important city in the new Republic of Czecho-Slovakia. It was formerly the chief business centre of Bohemia and henceforth will be the financial and commercial centre of Czecho-Slovakia. The suburbs of Prague contain many important industries, such as textile and machinery manufactories, iron

foundries, paper mills, breweries, etc. The chief industrial quarters are Holesovice-Bubny, Liben, Smichov and Karlin. Prague proper is an old hostorical city with many buildings, bridges and churches of interest. The first university of central Europe was located in Prague and the city was for many years the capital of the Kingdom of Bohemia. It was also the centre of the movement for religious freedom instituted by John Huss at the beginning of the fifteenth century. Prague is situated on the river Vltava (Moldau), in an amphitheatre surrounded by hills. The number of inhabitants in the city and suburbs was estimated in 1910 at 616,631, but the present population must be over a million, owing to the great increase in the floating population. The great bulk of the inhabitants are of the Czech nationality, the Germans comprising only 6 per cent of the total population, while the Jews number nearly 30,000.

Prague is the chief distributing point for imported supplies of raw materials and foodstuffs. Its situation on the Vltava (Moldau), a tributary of the Elbe, affords direct water communication with the port of Hamburg. Prague was formerly the most important centre in Austria, exclusive of Hungary, for the sale of agricultural machinery, and its importance in this respect has been enhanced by the formation of Czecho-Slovakia as an independent state. The head offices of the chief banks, insurance companies and of the principal purely Czecho-Slovak industrial enterprises are located at Prague.

OTHER IMPORTANT CENTRES.

The most important city in Moravia is the busy industrial centre of Brunn or Brno, with a prewar population estimated at 125,000. Brunn is the centre of the woollen industry of Czecho-Slovakia and has also important cotton mills and other industries. Olmutz with 22,260 inhabitants is the second town in Moravia. The woollen industry is also considerably developed in Silesia at Troppau (30,650), Jagerndorf (16,680), and Teschen (22,540). The rich coal fields of this province have led to the establishment of many important industries in Silesia.

The leading commercial centre of Slovakia is Bratislava (Pressburg), prewar population 78,000, which is also the Czecho-Slovak port on the river Danube. In eastern Slovakia Kosice, or in Hungarian Kassa and German Kaschau, is a distributing point for the adjacent territory. Kosice had a prewar population estimated at 32,865. The city is well known on account of its fine old Gothic cathedral.

Besides Prague, Bohemia has many important centres of industry. Pilsen or Plzen is the next largest town with 81,165 inhabitants before the war. Pilsener beer is famous, while the city has also large iron and steel works, machinery factories, etc. Pilsen is situated 71 miles west of Prague. Saaz (Zatec) in the Eger valley is the centre for the trade in hops. Budweis or Budejovice is the chief centre of southern Bohemia and is also known for its beer. It has considerable lumber trade as well as factories for lead pencils, tobacco, etc. The population of Budweis was estimated in 1910 at 45,140.

In northern Bohemia the important city of Reichenberg is the distributing point for a busy industrial district with glass, china factories, etc., in numerous small centres. Reichenberg with its suburbs has a population of over 70,000, mostly Germans, and has a number of textiles mills and other factories. Gablonz (Jablonec) with its glass industry is near Reichenberg.

The lignite coal fields in north-western Bohemia are the centre of an industrial district with many sugar refineries, glass and chemical works, etc., located in such centres as Brux, Dux, Komotau and Eger. Aussig on the river Elbe with a population of 39,255 is also an industrial centre of importance.

Mention should be made of the well-known Bohemian health resorts, such as Karlsbad, Marienbad and Franzensbad. The impression has prevailed in Canada that these resorts are German, whereas in reality they are located in Czecho-Slovakia. Karlsbad alone attracted before the war over 68,000 annual visitors. In Slovakia there are also a number of well patronized resorts situated among the Tatra mountains.

The leading distributing centres in Czecho-Slovakia may therefore be enumerated as follows: Prague, Reichenberg, Pilsen and Budweis in Bohemia; Brunn in Moravia; Troppau in Silesia; and Bratislava (Pressburg) and Kossice (Kassa) in Slovakia.

TRADE FAIRS.

The organization of trade fairs or sample exhibitions has lately come into prominence as a means of promoting the trade and industries of Czecho-Slovakia. Before the war the development of manufacturing was stimulated by the holding of periodical exhibitions, but now Czecho-Slovakia has followed the example of other countries by organizing trade fairs, where samples are shown and orders booked. The first commercial fair of this kind being held at Reichenberg, the important trade and industrial centre in Northern Bohemia, from August 14 to 22, 1920. Textile goods, glassware and pottery, as well as products from the iron, chemical and other industries being represented.

With a view to increasing the importance of Prague as an international trade centre, sample fairs are to be held every spring and autumn. The first exhibition was organized for the three weeks from September 5 to 28, 1920. All the principal products of Czecho-Slovak industries are to be represented at these fairs and the participation of foreign firms is invited. The city of Prague contributed 2,000,000 crowns towards the first exhibtion. Canadian firms interested in the Czecho-Slovak market may obtain information regarding the cost of exhibiting at succeeding fairs from The Prague Fair Administration, Town Hall, Prague.

The Government contributed 750,000 crowns toward the expenses of a Czecho-Slovak Agricultural Fair held from September 10 to 17 at Bratislava (Pressburg), a special feature being the exhibition of agricultural machines and implements manufactured in Czecho-Slovakia. Live stock, agricultural produce, wood products and harness and saddlery are represented among the exhibits.

THE CO-OPERATIVE MOVEMENT.

The co-operative movement is considerably developed in Czecho-Slovakia and has received a great stimulus since the formation of the independent state. Altogether it is estimated that there are between 6,000 and 7,000 co-operative societies of various kinds with a total membership of 1,000,000 heads of families, representing nearly 4,000,000 individuals or about one-third of the population of the Republic.

The majority of the urban consumers' supply societies are represented in the Central Union of Czecho-Slovak Co-operative Societies, which was founded in 1907 at Prague. This Central Union is now comprised of about 600 societies with a membership of 250,000 heads of families. The annual turnover is nearly 200,000,000 crowns.

The employees of the state railways, government departments and the lower officials of the Government are organized into a semi-official Co-operative Wholesale Society, supplying 1,200,000 persons and having a turnover of nearly 300,000,000 crowns a year.

Besides the societies affiliated with the Central Union above mentioned, there are about 500 other consumers' societies with 250,000 members and annual sales of about 100,000,000 crowns.

These various organizations are mostly for the supply of goods to inhabitants of the towns. The farmers of Czecho-Slovakia are organized into co-operative agricultural societies, which take an important part in the distribution of agricultural machines and implements and other supplies required by the farmers. The largest organization of this kind is the Central Union of Bohemian Agricultural Societies with headquarters at Soukeniska ulice 25, Prague. Over 2,000 co-operative societies,

with a total membership of about 200,000 farmers, are embraced by this organization. It has well organized departments for the distribution of machines, seeds and other supplies and the turnover last year exceeded 1,500,000,000 crowns. This union will probably later be in the market for harvesting machines, pasture grass seeds, and other supplies from abroad, and Canadian firms interested should communicate with the head office, the address of which is given above.

ACQUIREMENT OF INTEREST IN FACTORIES.

French, United States and other interests have been active in negotiating for a share in Czecho-Slovak industrial enterprises, and in this way some of the largest manufacturing concerns in the country have been reorganized with the participation of foreign capital. A notable instance has been the acquirement by the French engineering firm of Schneider and Company of an interest in the well-known Skoda Metallurgical Works of Pilsen. In view of the low value of the Czecho-Slovak crown there has been an excellent opportunity for the investment of foreign capital in this manner.

Another way in which foreign firms have participated in the re-establishment of Czecho-Slovak industries has been in the supplying of raw materials to factories and then disposing of the finished products, paying the factory what might be called "manufacturing profit." Italian and Swiss firms were the pioneers in these transactions, but recently the Anglo-Danubian Association has been formed in England for the purpose of carrying on business of this kind in Central European countries. It has also been announced that the Société Maritime Française has arranged with a group of Czecho-Slovak manufacturers and banks to provide raw materials in exchange for the sole agency for the sale in foreign countries of the goods manufactured from these materials.

TARIFF.

The duties levied on goods imported into Czecho-Slovakia are based on the former Austro-Hungarian Customs Tariff plus a surtax of an average rate of 200 per cent. An independent tariff is being drawn up, which will shortly go into force. A convention with Great Britain assures Canadian products most-favoured-nation treatment when imported into Czecho-Slovakia, provided Czecho-Slovak products are not discriminated against upon importation into Canada.

ARGENTINA'S HUGE TRADE.

(British Export Gazette.)

For the first time in its history Argentina last year imported merchandise to a value of upwards of 100 millions sterling, 1918 having just come short of that huge figure. Indeed, last year's total went considerably beyond the 100 million mark, the 655 million dollars of gold representing in current exchange upwards of 160 millions sterling. That is a fact which beyond all others should bring home to business men the enormous importance of the Argentine Republic as a market for manufactured goods. That the United States should take first place with nearly 60 millions sterling as a supplier to the market is only natural, but the United Kingdom made a very fair show with close upon 40 millions, other countries being relatively nowhere. The third and fourth places were taken by Brazil and Belgium with 12 and 11 millions respectively, Japan and France following each with six millions and Italy with five millions.

UNITED STATES AND CANADIAN IMPORTS INTO HOLLAND.

Trade Commissioner A. Stuart Bleakney sends the following statistics of United States and Canadian imports into Holland for 1919 and eight months of 1920, showing North America's share in the totals:—

Vehicles, Vessels, and Aircraft.

	From United States and Canada.		From all Countries.	
	Total Fiscal Year, 1919.	Jan.-Aug., 1920.	Total Fiscal Year, 1919.	Jan.-Aug., 1920.
	Weight in Kilogrammes.		Weight in Kilogrammes.	
Motor cars for electric traction and parts thereof, n.o.p.	18,096	.....	170,047	40,508
Steam locomotives and parts thereof, n.o.p.	23,786	.....	1,087,234	2,602,325
Motor vehicles, n.o.p.—				
With superstructure—				
For passenger traffic	1,826,295	2,362,670	4,741,801	5,968,614
Other	179,516	.....	3,635,297	4,370,621
Without superstructure—				
For passenger traffic	226,688	177,718	647,607	700,207
Other	192,545	352,859	779,839	786,756
Parts of chassis, n.o.p.	266,688	142,218	427,593	356,855
Bicycles—motor	612,514	466,666	800,914	948,469
Parts of bicycles, n.o.p.	176,701	117,401	2,572,993	3,063,245
Cartwrights' work	57,719	42,636	3,507,845	3,176,790
Ships, barges, vessels, and finished parts thereof, n.o.p.	203,174	.....	18,410,805	36,257,221

Other Goods not classified in Groups I-XIV, inclusive.

Factory, agricultural machines, machines in general—				
Electrical machines for telegraphy (not wireless), telephony, house telephony, bells, and other weak current installations and finished parts thereof, n.o.p.	260,099	46,667	1,670,095	1,506,446
Electric machinery and instruments, n.o.p., and finished parts thereof, n.o.p.	251,207	.....	2,376,377	2,801,493
Steam locomobiles and other portable power machines, not electric, and finished parts thereof, n.o.p.	68,677	47,581	713,429	1,306,337
Steam engines and turbines, and finished parts thereof, n.o.p.	247,163	48,890	4,269,584	3,348,850
Motors not driven by steam or electricity, and finished parts thereof, n.o.p.	234,843	348,571	3,336,980	4,761,864
Implements, n.o.p., and parts thereof, n.o.p.—				
Driven by mechanical power	1,699,047	983,164	35,034,393	30,406,435
Driven by human or animal power	111,946	79,299	2,537,824	2,664,190
Compressors, ventilators and pumps for gas, liquids, and finished parts thereof, n.o.p.	347,952	322,830	1,850,117	2,589,863
Engines and machinery for distilleries, vinegar factories, breweries, maltings, n.o.p., and parts thereof, n.o.p.	3,152	.....	183,371	321,920
Sewing, embroidery, knitting and darning machines, with hand or treadle motion, and finished parts thereof, n.o.p.	182,535	5,228	2,200,089	1,986,544

OTHER GOODS NOT CLASSIFIED IN GROUPS I-XIV, INCLUSIVE.—*Concluded.*

	From United States and Canada.		From all Countries.	
	Total Fiscal Year 1919.	Jan.-Aug., 1920.	Total Fiscal Year 1919.	Jan.-Aug., 1920.
	Weight in Kilogrammes.		Weight in Kilogrammes.	
Machinery for the textile industry, n.o.p., and finished parts thereof, n.o.p.	119,679	.....	6,733,961	5,934,418
Sewing machines for horse-power, and finished parts thereof, n.o.p.	.....	101,477	.....	361,763
Mowing machines for horse-power, and finished parts thereof, n.o.p.	521,924	1,020,369	933,026	1,374,014
Hay-shakers and rakes for horse-power, and finished parts thereof, n.o.p.	.....	168,222	.....	530,151
Other agricultural machines, and finished parts thereof, n.o.p.	46,763	54,950	1,559,240	1,406,956
Transmission appliances (shafting, couplings, pillow-blocks, hangers, pulleys, etc.), imported separately	134,757	.....	2,301,827	2,136,471
Engines and machinery, n.o.p., and parts thereof, n.o.p.	193,898	212,540	8,275,867	11,268,233
Insulated wire and cables for electric purposes	.....	56,645	.....	18,252,219
Agricultural, garden and forestry tools	186,542	161,863	1,166,545	1,287,161
N.o.p.	195,791	291,687	4,631,809	4,367,466
Printing material for book and picture printing—				
Metal printing plates and blocks	2,128	.....	18,226	26,922
Metal types, metal lines, and letter whits	11,707	.....	141,032	192,737
Printing material, n.o.p.	1,508	.....	2,697	11,388
Instruments, and parts thereof, n.o.p.—				
Physical, optical, and other scientific instruments and machinery, optical glasses and instruments for photography and projection	18,423	12,944	308,064	365,133
Calculating machines, typewriters, copying presses, autographic presses, and other office implements	371,913	223,406	631,681	473,774
Weighing, measuring machines, measures, and weights, automatic weighing, control and selling instruments.	159,805	135,610	2,014,413	2,058,074
Musical instruments—				
Pianos, pianolas and organs	57,888	110,737	2,113,080	2,801,706
Lamps and lighting ornaments, and parts thereof, n.o.p.	104,776	40,068	2,131,625	3,574,153
Arms, ammunition, and parts thereof, metal cartridges and other ammunition.	22,876	12,109	1,762,549	182,176
Manufactures of rubber—				
Auto tires—				
Outer tires	81,005	358,280	755,824	626,932
Inner tires	19,466	59,487	119,662	92,657
Tires for motor cycles, n.o.p.—				
Outer tires	26,834	10,218	87,375	49,543
Inner tubes	5,155	2,680	21,704	10,940
Tires for other bicycles, n.o.p.—				
Outer tires	19,693	.....	760,594	480,175
Inner tubes	12,647	4,568	237,704	127,287
Solid tires, cushion tires, and the like	.....	32,988	.....	230,924
Other manufactures of rubber	.....	104,486	.....	568,702
Articles of hard rubber (ebonite, a.e.)	432	.....	6,682	7,812
Brushmakers' work	14,854	9,391	176,429	393,627
Office, writing and drawing necessaries, n.o.p.	58,117	126,882	954,981	1,416,628
Small wares, n.o.p and fancy goods	41,926	57,895	2,800,075	3,446,543
Pins, needles for sewing and knitting	18,881	15,467	274,407	181,004
Waste, n.o.p., rags—				
Woollen and half woollen	113,247	.....	714,054	716,848
Linen and cotton	97,223	119,103	1,920,934	2,122,731
Goods insufficiently described	.....	2,317	343,439	117,469

SOUTH AFRICA'S IMPORTS.

Trade Commissioner W. J. Egan.

XXI.

Mr. Egan in this instalment of his exhaustive report on the imports of South Africa, continues his analysis of the trade in foodstuffs, which was begun in the last number of the *Weekly Bulletin*.

Baking Powder.

	1913.	1919.	Decrease or Increase.
Total for the Union	$224,000	$239,200	+$15,200
Canada	225	.....	− 225
United States	207,000	230,600	+ 23,600
United Kingdom	9,500	8,675	− 825

The success of the American baking powder on this market is due entirely to direct representation which seldom canvasses the wholesale trade but is in constant touch with every class of retailer, in addition to which advertising campaigns in the daily press are repeatedly in evidence.

During the past two years there has been a fair development in the manufacture of baking powders within the Union. This cannot, however, affect to any material extent the importation of reputable brands from overseas, the extent of the market being increased yearly as the native population becomes more familiar with the use of the article. There would appear to be a distinct opening for a Canadian product of medium price, but which, if introduced here, must have behind it the careful organization and publicity methods already adopted by English and United States imported brands.

The total quantity of baking powder imported into the Union during 1919 was 640,000 pounds, which may be taken as a fair minimum yearly shipment. Of this amount the United Kingdom supplied less than 10,000 pounds, the United States being responsible for the remainder.

Butter.

	1913.	1919.	Decrease or Increase.
Total for the Union	$910,000	$157,100	−$752,900
Canada	5	.....	− 5
United States	60	920	+ 860
United Kingdom	10,700	985	− 9,715
Australia	489,000	129,125	− 359,875
New Zealand	252,000	.....	− 252,000
France	95,500	.....	− 95,500
Holland	15,800	.....	− 15,800
Denmark	5,600	.....	− 5,600
Russia	5,800	.....	− 5,800
Argentina	.....	1,975	+ 1,975
South West African Protectorate	.....	24,000	+ 24,000

Cheese.

	1913.	1919.	Decrease or Increase.
Total for the Union	$795,000	$9,825	−$785,175
Canada	64,200	835	− 63,375
United States	50	5,200	+ 5,150
United Kingdom	16,000	240	− 15,760
Holland	637,000	45	− 636,955
New Zealand	33,800	.....	− 33,800
Italy	23,100	.....	− 23,100
Switzerland	7,100	.....	− 7,100
France	4,100	.....	− 4,100
Argentina	.....	2,775	+ 2,775

In order that a comparison of the total imports of butter and cheese may be made with the quantities produced within the Union, and an idea obtained of the possible extent of the future market here in these commodities, the following statistics are given:—

South African Butter and Cheese Factories.

MATERIALS USED.

Description.	Quantity.	Value (cost).
Cream or butter fat	lb. 13,627,756	$3,243,850
Milk	gal. 4,938,322	839,000
Salt	lb. 487,682	17,470
Preservatives	" 66,918	25,240
Other ingredients		193,050
Packing materials		221,220
Total value (cost) of materials used		$4,539,830

ARTICLES MANUFACTURED OR PRODUCED.

Description.	Quantity.	Value (cost).
Butter	lb. 12,014,229	$4,516,680
Cheese	" 4,277,227	1,072,050
Margarine	" 828,989	149,110
Other products (including ice)		211,560
Total value of articles manufactured or produced		$5,949,400
Value of South African materials used		$4,287,970
Value of imported materials used		$ 251,880
Value added to materials by process of manufacture or treatment		$1,409,655
Number of factories at end of 1918		150

Prior to 1912 Canada shipped small quantities of butter yearly to South Africa, and in 1915 and 1916 shipped 350,000 pounds, and 40,000 pounds respectively. If there is now any Canadian butter available for this market there is cold storage accommodation on the Canada-South African direct steamship line, by which it can be carried to the very best advantage.

Canadian cheese is well established on the South African market in the larger centres, having a very high reputation for quality and packing, but in view of the local development shown in the foregoing tables it is questionable as to just what extent future imports will be affected. Whatever proportions the import market may attain, however, Canadian cheese is always sure of a fair share of the demand. If it is at all possible offers of a smaller size cheese, say about 30 pounds, would be of value in creating a demand in the smaller centres and stores in outlying districts of big centres where, on account of climatic conditions during eight months of the year, it is impossible to handle the 60-pound to 80-pound cheeses to advantage. Most of the Canadian cheese which a few years ago was imported via England, has been handled direct in recent years, with an appreciable effect upon the laid down cost.

The importation of cheese into the Union for 1919 cannot be looked upon as a normal one, and it is anticipated that higher figures will shortly be in evidence.

Cocoa and Chocolate (Unsweetened).

	1914.	1919.	Decrease or Increase.
Total for the Union	$194,320	$414,950	+$219,630
Canada	205	15,435	+ 15,230
United States	40	99,185	+ 99,145
United Kingdom	127,900	210,160	+ 92,260
Holland	66,410	84,370	+ 17,960
Australia	.....	11,685	+ 11,685

Confectionery.

	1913.	1919	Decrease or Increase.
Total for the Union	$1,370,000	$829,400	−$550,600
Canada	70	21,900	+ 21,830
United States	19,800	220,900	+ 201,100
United Kingdom	960,000	541,700	− 418,300
Germany	57,500	150	− 57,350
Holland	26,300	2,500	− 23,800
Switzerland	78,000	5,660	− 72,340
France	27,600	154,000	+ 126,400
Italy	.....	20	+ 20
Argentina	.....	1,225	+ 1,225
Australia	.....	16,200	+ 16,200

The larger proportion of the imports from Canada under the latter heading are for chocolates, with some creams. There is very little prospect on boiled sweets of any kind. The trade in chocolate bars is a very large one in South Africa, also with chocolate mixtures, which are largely purchased in bulk, 5-pound boxes, besides a fair demand for ½-pound, 1 pound and 2-pound fancy boxes. Several Canadian companies are now represented here, and there is evidence of a considerable advance this year on last year's Canadian export figures in this respect.

For the introduction of any new line it is absolutely essential that a full range of samples should be sent, in order that the same may be submitted to prospective agents, who cannot possibly introduce a line to the trade without samples. Once a line is adequately introduced, and the territory well covered, there is not the same necessity for a full sample range. The price quoted should be f.o.b. Canadian ports, and must include the commission allowed to the agent.

Prospective shippers should remember that the greatest care must be exercised in the packing of the individual parcels as well as the bulk in cases.

Within the past five years there has been a big increase in the manufacture of chocolates within the Union. In factories within the Union in 1918 over 18½ million pounds of sweets were produced. This, however, refers very largely to sweets other than chocolates.

In cocoa and chocolate, unsweetened, the United Kingdom holds the larger proportion of the trade, the United States, Holland, Canada and Australia following in the order named. Last year's import total was more than four times that of the two previous years. South Africa offers a good market for these products.

The confectionery total for 1919, while a big advance on 1918 figures, was greatly behind those of prewar years. The United Kingdom, although not shipping in such large quantities as formerly, continues first in this trade, followed by the United States and France. Germany, which, prior to the commencement of the war, held a place in this market, has ceased to ship, while Australia and the Argentine are newcomers.

Confectioners' Requisites.

	1914.	1919.	Decrease or Increase.
Total for the Union	$50,500	$263,000	+$212,500
Canada	.....	.....	—
United States	2,000	21,225	+ 19,225
United Kingdom	7,700	137,550	+ 129,850
Ceylon	21,500	70,850	+ 49,350
Belgium	6,900	.....	− 6,900
Holland	5,850	.....	− 5,850
France	2,400	2,710	+ 310
Germany	2,400	.....	− 2,400
India	1,350	12,225	+ 10,875
Japan	110	9,000	+ 8,890
Argentina	.....	1,950	+ 1,950

The increased value of trade in confectionery requisites as between 1913 and 1919 is due to expansion in the South African trade as much as to higher prices. There is undoubtedly a good prospective market for Canadian manufacturers of any line possible of sale under this heading.

Glucose.

	1913.	1919.	Decrease or Increase.
Total for the Union	$61,000	$129,400	+$68,400
Canada	.....	320	+ 320
United States	58,500	124,450	+ 65,950
United Kingdom	2,250	760	− 1,490
Australia	.....	3,900	+ 3,900

Many trade inquiries have been submitted in the *Weekly Bulletin* in reference to the possible supply of glucose from Canada. The total import averages annually a little more than 2½ million pounds, and if Dominion manufacturers can develop quantities for regular export a big market is assured in South Africa. The bulk of the trade is at present held by United States shippers, small supplies being received from the United Kingdom and Australia.

Jams and Jellies.

	1913.	1919.	Decrease or Increase.
Total for the Union	$194,000	$42,150	−$151,850
Canada	5	.....	− 5
United States	230	3,885	+ 3,655
United Kingdom	104,000	6,920	− 97,080
Australia	87,900	30,635	− 56,265
Brazil	.....	390	+ 390

The countries which have hitherto controlled the trade under the above heading are the United Kingdom and Australia, each of which has recently fallen back in the quantities shipped, both by reason of expansion in the industry here as well as the dislocation of overseas manufacturing and shipping during the war period.

Notwithstanding the extent of local production, and the hold upon the market of the countries mentioned, it is felt that there is still room for certain nicely bottled jams and jellies of good quality and medium price.

As an aid to anticipating the future extent of the market in South Africa for these products it may be mentioned that in 1918 over fifty factories had been established here and producing these articles to a total value of $2,087,525, as follows:—

Description.	Quantity.	Value.
Marmalade, jams and jellies	14,697,364 lb.	$1,834,875
Canned and bottled fruit (almost all canned)	1,873,789 "	252,650

Jelly and Custard Powders.

	1916.	1919.	Decrease or Increase.
Total for the Union	$193,100	$192,320	−$ 780
Canada	.....	10,045	+ 10,045
United States	70	1,520	+ 1,450
United Kingdom	182,985	134,600	− 48,385
Australia	.....	46,675	+ 46,675

The retail trade, which has been handling the English brand of jelly and custard powders made in Canada, has on several occasions suggested that something more clear than a rubber stamp mark be placed on the parcels—definitely indicating the fact that the article is "Made in Canada." There is little doubt but that this would have a salutary effect upon the sale of this product.

The bulk of the present trade is handled by United Kingdom shippers, with Australia, new in the market, shipping in a fairly large way.

CANADIAN CATALOGUES WANTED IN EGYPT.

The Comptroller of the Bureau of Commerce and Industry in Alexandria, Egypt, requests that Canadian firms send their catalogues to the Bureau of Commerce and Industry, Alexandria. Any Canadian firms who are prepared to accept orders for Egypt should send their catalogues.

BRAZIL AS A MARKET FOR CANADIAN IMPORTS.

Trade Commissioner G. B. Johnson.

VI.

Packing.

A subject calling for close and intelligent study in foreign trade is the packing of shipments. On the kind and manner of packing depend the arrival of shipment at destination, the amount of rail and ocean freight charged for transportation, and the amount of customs duties imposed. Duties are frequently affected, quite seriously, by faulty packing or by the use of a container or covering which brings the contents under a classification of the tariff higher than would be the case were a different kind or method of packing used. Bulky packages should as a rule be avoided, it being far better to divide up a shipment into smaller parts.

It is important to note that upon imports into Brazil the duty is levied on the legal weight, meaning thereby the total weight less rough wooden case or other container.

Merchandise of various kinds, if packed in the same case or package, runs the risk of being assessed at the rate of the highest taxed articles therein. Furthermore, if the description of the goods in declaration is such as to render doubtful the classification under which the shipment should be placed, foreign customs authorities always classify under the highest rating.

It is always advisable for exporters to find out from the nearest Brazilian Consul whether the duties to be imposed in Brazil are calculated on the net, legal or gross weight. The net weight is the weight of the article itself exclusive of its package or wrapping. The legal weight means the weight of the article plus its immediate covering. For example, on merchandise packed in cardboard boxes with perhaps a half gross or more of these boxes in a case, the legal weight is the weight of the merchandise plus the cardboard container, but not the weight of the outside wooden case. Gross weight means the total weight including the case.

A recent shipment of ties to a South American country was refused by the consignee on the ground that the ties came packed in fancy cardboard boxes, one tie to a box, the container weighing three times as much as the tie itself. The duties in this instance were imposed by legal weight, and had the merchant accepted shipment it will be seen that for each tie he would have been taxed four times.

Any labels on merchandise itself shipped to Brazil should be in Portuguese. Labels in English mean little or nothing to the general public in South America.

Packing should be as light as possible consistent with the strength necessary to carry to destination intact and in proper condition, having in mind the numerous and exceedingly rough handlings to which all overseas shipments are subjected. If, to answer this purpose, a heavier case with metal straps and bands is necessary, then by all means the packing should be done in this manner.

When a foreign buyer suggests that his order be packed in a certain way, it is probable that his request is based upon the rules of the customs house regarding the levying of duties. The utmost care must be observed by the shipper to comply with the instructions of the buyer in the minutest particular, whether considered unnecessary or not.

Where various packages make up a shipment to one consignee, it is advisable to have the same identifying mark appear on all. Consecutive numbers should be used to distinguish the various packages. To illustrate: If a shipment is prepared for Norton, Magaw & Co., Rio de Janeiro, the identifying mark would probable be

N. M. & Co.,
Rio.

If there were two bales or boxes, they would be marked:

N. M. & Co., Rio Number 1.	N. M. & Co., Rio Number 2.

and these marks and identifying numbers should appear on the consular invoices, the bills of lading, and on the commercial invoices, with the contents of each, and with the net and gross weights in kilos, and the measurements in the metric system.

Cases, bales or packages should be marked either with a stencil or brush. The shipping mark and number, and the name of the steamer by which the goods are shipped should appear on two sides. The observance of this rule will facilitate release from the customs.

VII.

Brazilian Import Customs Duties; the American and Belgian Preferences; Parcel Post.

While import duties concern the importer mainly, and only indirectly interest the exporter overseas when an export trade is once established, a knowledge of the duties may help to decide whether a particular manufacturing concern or exporter will find it worth while to pursue further an attempt to open up business in a particular market, especially concerning commodities in which countries other than Canada are treated preferentially.

To begin with it may be stated that the import duties of Brazil are probably not exceeded by those of any other country in the world. They are even higher than they look. The system used is a somewhat complicated one. Most articles are assessed on their weight, but some on their value. For the benefit of those who may wish to learn the duties on particular articles from the various books containing the customs tariffs of the world, it may be stated that when the rate is based on the weight, such as 100 reis per kilo., the column following, headed "Razao," contains the approximate corresponding ad valorem percentage of duty. For instance, on iron tubes the duty is 100 reis per kilo.; corresponding officially, in the "Razao" column, to 30 per cent ad valorem. In this case, or in any other case in which the duty is calculated on weight, the corresponding percentage under "Razao" is only approximately correct. In the above case the duty of 100 reis is assumed to be 30 per cent of the value of the goods per kilo. The 30 per cent is used to calculate the 2 per cent port work tax, and the monthly 1 per cent storage charge.

In the case of ad valorem duties simply, in which case a percentage under "Razao" only is given, such percentage of the value is of course the duty.

When however these duties are arrived at, then a further calculation is necessary because the law requires that 55 per cent of the duty shall be paid in gold, or its equivalent in paper currency, and the balance, 45 per cent in paper currency.

The paper currency, which is the ordinary commercial currency in everyday use, is not convertible into gold. Inflation and other causes have produced depreciation, so that at the present time gold in relation to paper is at a premium varying from day to day.

The Brazilian gold milreis is equivalent to $0·55 American gold. The Brazilian paper currency milreis, taking an average rate for say 1917, was $0·26 American gold. An example of how duties are collected follows:

Butter pays, according to the tariff 1$500 (one mil five hundred reis) per kilo., and the "Razao" is 50 per cent, which means that the official value of one kilo. of butter is 3$000 (three milreis). If 1,000 kilos. of butter are imported, the nominal duty payable would be Rs. 1: 500$000 (one conto, five hundred milreis):

45 per cent of this payable in paper	675$000
55 per cent or 825$ payable in gold $\frac{55}{26}$ of $\frac{825}{1}$	1:745$000
	2:420$000

This is an increase of 61 per cent due to the premium on gold.

The premium on gold at any time is calculated at the average rate of exchange for the previous week.

Ad valorem duties are calculated on the cost of the goods at port of shipment plus freight, insurance and other expenses to port of destination in Brazil, that is on the c.i.f. value. The duty, in foreign currency, is then converted into milreis, at the official rate for such conversion, and of this sum so arrived at, 45 per cent is payable in paper and 55 per cent in gold as before.

THE AMERICAN PREFERENCE.

Brazil's principal export is coffee. Coffee is admitted into the United States free of import duties, and as the latter country is the principal consumer of Brazilian coffee certain products of the United States receive reciprocal treatment in Brazil in the form of rebates on the Customs duties. The first agreement of this nature between the two countries was negotiated in 1904, and the list of United States products has been added to, and the rebates increased, until at the present time they stand as follows:—

Rebate 30 per cent—Wheat flour.

Rebate 20 per cent—Scales, refrigerators, cement, dried fruit, condensed milk, typewriters, manufactured rubber articles of Art. 1033 of Customs Tariff, school furniture, windmills, pianos, clocks, roll-top desks, paints and varnishes.

While in normal times such rebates in favour of United States exporters of these products would be a serious factor for Canadian competition, it should be emphasized that such rebates are of small effect at present in view of the high premium on American exchange with reference to Canada. From the Canadian export point of view the advantage of the one more than offsets the disadvantage of the other.

TARIFF PREFERENCE FOR BELGIUM.

The President of the Republic of Brazil, by virtue of the power conferred upon him by Article 12 of Law No. 3644 of the 31st December, 1918, supported by Article 45 of Law No. 3,979 of the 31st December, 1919, has recently decreed that from the 1st September of this year (1920) the following articles produced and exported to Brazil by Belgium shall receive the benefit of a rebate of 20 per cent in the import duties:—

Scales, refrigerators, cement, corsets, rubber articles of Art. 1033 of the Customs Tariff, pianos, inks of Art. 173, except writing inks.

PARCEL POST.

Brazil is a country in which endless difficulty is encountered when trying to clear from the customs parcels arriving from abroad by parcel post. It is not quite clear why this should be so, unless it is that two government watertight departments are concerned, the Post Office and the Customs. At any rate the vexatious delays and trouble encountered in this connection discourage the avoidable use of this service.

The maximum weight allowed for each parcel is 5 kilos., or nearly 13 pounds. The maximum dimension allowed is 3½ feet (105 centimetres). When a parcel has a cylindrical form the length and circumference combined must not exceed 6 feet (180 centimetres).

Parcels may contain business commodities and articles of all kinds except letters, postcards, manuscripts, poisonous stuffs, explosives, inflammables, live or dead animals, and anything subject to easy decomposition.

Attached to each parcel must be forwarded for the use of the customs at destination, a complete description of such parcel, made up by the remitter on a special form, with the indication of the address of the receiver, value and description of contents, and date, signature and address of remitter.

Goods forwarded by parcel post are subject to full customs duty at country of destination.

NEW TARIFF OF BRITISH HONDURAS GIVING PREFERENCE TO IMPORTS FROM CANADA AND OTHER PARTS OF THE BRITISH EMPIRE.

British Honduras, by an ordinance dated October 12, has adopted a new tariff in accordance with the Canada-West Indies Trade Agreement of June last. Under this agreement Canadian goods, with a few minor exceptions, are to be given a tariff preference in British Honduras of not less than 33⅓ per cent off the rate on foreign goods.

British Honduras is a Crown colony in the northeast corner of Central America. The area is 8,592 square miles, and the estimated population at the end of the year 1918 was 42,368. The colony is noted for its production of mahogany and logwood. Taking the latest pre-war year, 1913-14, the value of chief imports was £654,769, and exports £642,613. The chief imports, with values, in the year 1913 were: gum, £72,298; cotton goods, £44,211; flour, £21,900; boots and shoes, £24,871; hardware and cutlery, £17,047; provisions, £60,034; machinery, £13,451; mineral, oils, £5,639; rice, £9,523; clothing, £13,617.

Following are the rates of duty provided for in the new tariff:—

SCHEDULE OF CUSTOMS DUTIES OF BRITISH HONDURAS.

The First Schedule.

Item	Article.	British Preferential Tariff.	General Tariff.
1	Aerated and Mineral Waters, Natural and Artificial	10 per cent. *ad val.*	15 per cent. *ad val.*
2	Animals and Birds Living:		
	(*a*) Asses		
	(*b*) Cattle		
	(*c*) Dogs		
	(*d*) Goats	(See Second Schedule.)	
	(*e*) Horses		
	(*f*) Mules		
	(*g*) Sheep		
	(*h*) Swine		
	(*i*) Poultry, Game and other kinds		
3	Apparel, all kinds	10 per cent *ad val.*	15 per cent *ad val.*
4	Arms, Ammunition and Explosives:		
	Arms:		
	(*a*) Swords, bayonets and similar weapons	20 per cent do.	30 per cent do.
	Firearms:		
	(*b*) Fowling pieces, including air guns	15 per cent do.	25 per cent do.
	(*c*) All other kinds	$4 each	$6 each
	Ammunition, all kinds	10 per cent do.	15 per cent do.
	Explosives:		
	(*d*) Gunpowder for sporting purposes	10 per cent do.	15 per cent do.
	(*e*) Gunpowder for blasting purposes	Free	10 per cent do.
	(*f*) Other explosives	Free	10 per cent do.
5	Asphalt, all kinds, including pitch and tar	5 per cent do.	10 per cent do.
6	Bags and Sacks (empty), not including paper bags	Free	10 per cent do.
7	Bags (travelling and tool), trunks and valises	10 per cent do.	15 per cent do.
8	Baskets, all kinds	10 per cent do.	15 per cent do.
9	Beer and Ale, Stout and Porter, including malted liquors:		
	(*a*) In bottle	40 cents per gallon	50 cents per gallon.
	(*b*) In wood	40 cents per gallon	50 cents per gallon.
10	Biscuits, Bread and Cakes:		
	(*a*) Unsweetened, in barrels and boxes	5 per cent *ad val.*	10 per cent *ad val.*
	(*b*) Unsweetened, in tins	10 per cent do.	15 per cent do.
	(*c*) Other kinds		
11	Blacking and Polishes	10 per cent do.	15 per cent do.
12	Blue	10 per cent do.	15 per cent do.
13	Books, printed	(See Second Schedule.)	
14	Boots, Shoes and Slippers	10 per cent *ad val.*	15 per cent *ad val.*
15	Bricks and Tiles	Free	5 per cent do.
16	Brooms and Brushes	10 per cent do.	15 per cent do.
17	Buckets, Pails and Tubs	10 per cent do.	15 per cent do.
18	Bullion and Coin	(See Second Schedule.)	

SCHEDULE OF CUSTOMS DUTIES OF BRITISH HONDURAS.—*Continued.*

The First Schedule—Continued.

Item No.	Article.	British Preferential Tariff.	General Tariff.
19	Butter and Butter Substitutes:		
	(*a*) Butter (*b*) Ghee (*c*) Butter substitutes, including butterine and oleomargarine	10 per cent *ad val.*	15 per cent *ad val.*
20	Candles:		
	(*a*) Tallow candles (*b*) Other kinds	10 per cent do.	15 per cent do.
21	Carriages, Carts and Wagons:		
	(*a*) Railway Rolling Stock, mahogany trucks, tractors and trailers for same and carts and wagons for agricultural purposes	(See Second Schedule.)	
	(*b*) Bicycles or tricycles, other than motor	10 per cent *ad val.*	15 per cent *ad val.*
	(*c*) Bicycles or tricycles, motor	10 per cent do.	15 per cent do.
	(*d*) Motor cars and motor vehicles	10 per cent do.	15 per cent do.
	(*e*) Other kinds and parts	10 per cent do.	15 per cent do.
22	Cattle and Other Animal Foods:		
	(*a*) Bran and pollard (*b*) Linseed oil cake, and linseed oil cake meal (*c*) Other kinds admitted as such by the Collector of Customs	5 per cent do.	15 per cent do.
23	Cement	Free.	15 per cent do.
24	Cheese	5 per cent do.	15 per cent do.
25	Chemicals:		
	(*a*) Calcium carbide	50 cents per 100 lbs.	$1 per 100 lbs.
	(*b*) Other kinds	10 per cent *ad val.*	15 per cent *ad val.*
26	Chinaware or Porcelain, Earthenware and Pottery	10 per cent do.	15 per cent do.
27	Cider and Perry	40 cents per gallon.	50 cents per gallon.
28	Clocks and parts thereof	10 per cent *ad val.*	25 per cent *ad val.*
29	Cocoa:		
	(*a*) Raw	10 per cent *ad val.*	15 per cent do.
	(*b*) Ground or otherwise prepared, except sweetmeats	10 per cent do.	15 per cent do.
30	Coffee:		
	(*a*) Raw	3 cents per lb.	5 cents per lb.
	(*b*) Roasted, ground or otherwise prepared, and including coffee substitutes, extracts and essences	10 per cent *ad val.*	15 per cent *ad val.*
31	Confectionery	10 per cent do.	15 per cent do.
32	Cordage and Twine:		
	(*a*) Cordage	5 per cent do.	10 per cent do.
	(*b*) Twine	5 per cent do.	10 per cent do.
33	Cork Manufactures	10 per cent do.	15 per cent do.
34	Cotton:		
	(*a*) Raw	(See Second Schedule.)	
	(*b*) Manufactures	10 per cent *ad val.*	15 per cent *ad val.*
35	Cutlery	10 per cent do.	15 per cent do.
36	Electrical Apparatus, other than machinery:		
	(*a*) Electric Dental Appliances	5 per cent do.	10 per cent do.
	(*b*) Other kinds	5 per cent do.	10 per cent do.
37	Films, cinematograph	25 cents per 100 feet.	$1 per 100 feet.
38	Fireworks	50 cents per lb.	$1 per lb.
39	Fish:		
	(*a*) Canned or preserved in jars or bottles	10 per cent *ad val.*	15 per cent *ad val.*
	(*b*) Fresh, including fresh fish in cold storage and turtle	(See Second Schedule.)	
	(*c*) Salmon, Trout and Mackerel, dried, salted, smoked or pickled	Free.	5 per cent *ad val.*
	(*d*) Other kinds, dried, salted, smoked or pickled	Free.	5 per cent do.
40	Fruits and Nuts:		
	(*a*) Fruit, fresh	(See Second Schedule.)	
	(*b*) Dried, including currants, figs, prunes and raisins, other than candied or crystallized fruit and fruit in liquid	10 per cent *ad val.*	15 per cent *ad val.*
	(*c*) Nuts, edible, other than cocoanuts	10 per cent do.	15 per cent do.
	(*d*) Cocoanuts (*e*) Cohune Nuts	(See Second Schedule.)	
41	Glass and Glassware:		
	(*a*) Glass bottles, lamps, lamp chimneys, and table glassware	10 per cent *ad val.*	15 per cent *ad val.*
	(*b*) Other kinds	10 per cent do.	15 per cent do.

SCHEDULE OF CUSTOMS DUTIES OF BRITISH HONDURAS.—*Continued.*

The First Schedule—Continued.

Item No.	Article.	British Preferential Tariff.	General Tariff.
42	Grain, Flour, Pulse and Preparations thereof:—		
	Grain:		
	(*a*) Corn (maize)	5 per cent *ad val.*	15 per cent *ad val.*
	(*b*) Oats	5 per cent do.	15 per cent do.
	(*c*) Rice	5 per cent do.	15 per cent do.
	(*d*) Other kinds	5 per cent do.	15 per cent do.
	Flour and Meal:		
	(*e*) Wheaten		
	If imported direct	Free.	$1 per 196 lbs.
	If imported through a foreign country	25 cents per 196 lbs.	
	(*f*) Maize or cornmeal	5 per cent *ad val.*	15 per cent *ad val.*
	(*g*) Other kinds	5 per cent do.	15 per cent do.
	Pulse:		
	(*h*) Beans and peas, whole or split	5 per cent do.	15 per cent do.
	(*i*) Dholl	5 per cent do.	15 per cent do.
	(*j*) Other kinds	5 per cent do.	15 per cent do.
	Farinaceous Preparations:		
	(*k*) Arrowroot	5 per cent do.	15 per cent do.
	(*l*) Other kinds, including corn flour, macaroni, oatmeal, rolled oats, sago, tapioca, vermicelli and other cereal foods	5 per cent do.	15 per cent do.
43	Grease, all kinds	10 per cent *ad val.*	15 per cent *ad val.*
44	Gums:		
	(*a*) Balata, chicle, and raw rubber	(See Second Schedule.)	
	(*b*) Other kinds	10 per cent *ad val.*	15 per cent *ad val.*
45	Haberdashery and Millinery	10 per cent do.	15 per cent do.
46	Hardware:		
	(*a*) Cash registers, casket hardware, house, office, cabinet, or store furniture of iron or other metal	10 per cent do.	15 per cent do.
	(*b*) Typewriters	5 per cent do.	15 per cent do.
	(*c*) Other kinds	10 per cent do.	15 per cent do.
47	Hats and Bonnets	10 per cent do.	15 per cent do.
48	Hay and Chaff	5 per cent do.	15 per cent do.
49	Hemp and Hemp Manufactures	5 per cent do.	10 per cent do.
50	Hides and Skins, raw	(See Second Schedule.)	
51	Horns and Bones	(See Second Schedule.)	
52	Implements and Tools:		
	(*a*) Agricultural	(See Second Schedule.)	
	(*b*) Other kinds	10 per cent *ad val.*	15 per cent *ad val.*
53	India Rubber and Gutta Percha Manufactures	10 per cent do.	15 per cent do.
54	Instruments, scientific	(See Second Schedule.)	
55	Jams, Jellies and Preserved Fruits:		
	(*a*) Canned and bottled fruits	10 per cent *ad val.*	15 per cent *ad val.*
	(*b*) Other kinds	10 per cent do.	15 per cent do.
56	Jewellery	10 per cent do.	25 per cent do.
57	Jute and Jute Manufactures	5 per cent. do	10 per cent do.
58	Lard and Lard Substitutes	5 per cent do.	10 per cent do.
59	Leather and Leather Manufactures, including boots and shoes and saddlery and harness	10 per cent do.	15 per cent do.
60	Lime	Free.	15 per cent do.
61	Linen and Linen Manufactures	10 per cent do.	15 per cent do.
62	(1) Machinery, including parts, viz.:		
	(*a*) Agricultural (including drainage and irrigation)	Free	Free
	(*b*) Railway and tramway		
	(*c*) Sugar manufacturing (including rum distillation)		
	(*d*) Mining (including oil mining machinery)		
	(*e*) Electric lighting and power for industrial purposes		
	(*f*) Other industrial and manufacturing	Free	5 per cent *ad val.*
	(*g*) Marine		
	(*h*) Sewing machines		
	(*i*) Water and sewerage		
	(*j*) Printing		
	(*k*) Other kinds		
	The term "Machinery" shall mean machines consisting of a combination of moving parts or mechanical elements which may be put in motion by physical or mechanical force, admitted as such by the Collector of Customs.		

SCHEDULE OF CUSTOMS DUTIES OF BRITISH HONDURAS.—*Continued.*

The First Schedule—Continued.

Item No.	Article.	British Preferential Tariff.	General Tariff.
62	(1) Machinery, including parts, viz.:—*Con.* (2) Machinery Accessories, appliances and apparatus which the Collector of Customs is satisfied are for use in connection with any machinery detailed above: (i) Agricultural (including drainage and irrigation) (ii) Railway and tramway (iii) Other kinds	Free Free	Free 5 per cent *ad val.*
63	Manure, all kinds	(See Second Schedule.)	
64	Matches	10 per cent *ad val.*	15 per cent *ad val.*
65	Meat: (*a*) Beef and pork, pickled or salted, other than mess pork (*b*) Mess Pork (*c*) Canned (*d*) Fresh, including game and poultry and fresh meat, game and poultry in cold storage (*e*) Smoked or cured, including bacon and hams (*f*) Other kinds, including extracts	50 cents per 100 lbs. 25 " 10 per cent *ad val.* (See Second Schedule.) 10 per cent *ad val.* 10 per cent do	$1 per 100 lbs. 50 cents " 15 per cent *ad val.* 15 per cent *ad val.* 15 per cent do
66	Medicines and Drugs: (*a*) Opium and Ganja (Indian Hemp) (*b*) Other kinds	$4 per lb. 10 per cent *ad val.*	$6 per lb. 15 per cent *ad val.*
67	Metals: (*a*) Iron and steel nails, spikes, rivets, clinches, wire, woven wire fencing, metal gates (*b*) Barbed wire and hog feneing, including staples for same (*c*) Barrels and drums (*d*) Other metal manufactures, not elsewhere enumerated (*e*) Rafting chains and timber dogs	5 per cent do Free. 5 per cent do 10 per cent do Free	15 per cent do 5 per cent do 15 per cent do 15 per cent do 5 per cent do
68	Milk, condensed, or otherwise preserved: (*a*) Unskimmed (*b*) Skimmed (*c*) Other kinds	Free 20 per cent *ad val* 10 per cent do	5 per cent *ad val.* 30 per cent do 15 per cent do
69	Musical Instruments: (*a*) Pianos and organs (*b*) Other kinds	10 per cent do 10 per cent do	15 per cent do 15 per cent do
70	Nuts and Kernels other than Food: (*a*) Copra (*b*) Other kinds	(See Second Schedule.) 10 per cent *ad val.*	15 per cent *ad val.*
71	Oil: (*a*) Edible (*b*) Fuel (*c*) Illuminating, including kerosene, and other refined petroleum burning oils (*d*) Lubricating (*e*) Motor spirit, including benzine, benzoline, gasoline, naphtha, and petrol spirits generally (*f*) Raw and boiled linseed (*g*) Perfumed oils (*h*) Other kinds, including essential and medicinal oils	10 per cent do Free 1 cent per gallon Free Free 5 per cent *ad val.* 20 per cent do 10 per cent do	15 per cent do 1 cent per gallon 2 cents per gallon 5 per cent *ad val.* 2 cents per gallon 10 per cent *ad val.* 30 per cent do 15 per cent do
72	Oilcloth and Linoleum	10 per cent do	15 per cent do
73	Painter's Colours and Materials: (*a*) Paints and colours (*b*) Polishes and varnishes (*c*) Turpentine and turpentine substitutes	5 per cent do	10 per cent do
74	Paper: (*a*) Cards, playing (per pack not exceeding 53 cards) (*b*) Paper of all kinds and manufactures of paper (*c*) Newsprint	15 cents per pack 10 per cent *ad val.* Free	25 cents per pack 15 per cent *ad val.* 5 per cent do
75	Perfumery, liquid, not including perfumed spirits	20 per cent do	30 per cent do
76	Pickles, Condiments and Sauces	10 per cent do	15 per cent do
77	Pictures, except unframed photographs not imported for commercial purposes	10 per cent do	15 per cent do
78	Plants, Seeds and Bulbs	(See Second Schedule.)	

SCHEDULE OF CUSTOMS DUTIES OF BRITISH HONDURAS.—*Continued.*

The First Schedule—Continued.

Item No.	Article.	British Preferential Tariff.	General Tariff.
79	Plate and Plated Ware:		
	(a) Nickel-plated, gilt, or electroplated ware	10 per cent *ad val.*	15 per cent *ad val.*
	(b) Other kinds	10 per cent do	15 per cent do
80	Provisions, unenumerated	10 per cent do	15 per cent do
81	Saddlery and Harness	10 per cent do	15 per cent do
82	Salt:		
	(a) Coarse, fine, and rock salt	Free	10 cents per 100 lbs.
	(b) Table salt	10 per cent do	15 per cent *ad val.*
83	Seeds for expressing oil therefrom	10 per cent *ad val.*	15 per cent *ad val.*
84	Silk and Silk Manufactures	10 per cent do	15 per cent do
85	Soap:		
	(a) Common, including laundry, polishing and soft soap	5 per cent do	10 per cent do
	(b) Fancy, including medicated and perfumed soaps for toilet purposes	10 per cent do	15 per cent do
86	Spices	10 per cent do	15 per cent do
87	Spirits (Potable):		
	(a) Brandy, (b) Gin, (c) Rum and (d) Whisky Not exceeding the strength of proof	$4.50 per gallon	$6 per gallon.
	Exceeding the strength of proof	$4.50 per proof gallon	$6 per proof gallon
	(e) Cordials and Liqueurs: All kinds, including bitters and flavouring extracts containing spirits	$4 per liquid gallon	$5 per liquid gallon
	(f) Medicinal Spirits, admitted as such by the Collector of Customs	20 per cent *ad val.*	30 per cent *ad val.*
	(g) Methylated Spirits and Methylated Alcohol, admitted as such by the Collector of Customs	10 per cent do	15 per cent do
	Perfumed Spirits:		
	(h) Bay Rum	20 per cent do	30 per cent do
	(i) All others, including dentifrices, toilet preparations and washes	20 per cent do	30 per cent do
	Unenumerated Spirits:		
	(j) Potable	$4.50 per proof gallon	$6 per proof gallon
	(k) Not potable	$4.50 per proof gallon	$6 per proof gallon
88	Starch	10 per cent *ad val.*	15 per cent *ad val.*
89	Stationery, other than paper	10 per cent do	15 per cent do
90	Stones and Slates:		
	(a) For building purposes	Free.	5 per cent do
	(b) For ombstones	Free.	5 per cent do
91	Sugar:		
	(a) Refined	$1 per 100 lbs.	$1.50 per 100 lbs.
	(b) Unrefined	$1 per 100 lbs.	$1.50 per 100 lbs.
	(c) Molasses and syrup	5 per cent *ad val.*	10 per cent *ad val.*
92	Tea	10 per cent do	25 per cent do
93	Tobacco and Snuff:		
	Unmanufactured:		
	(a) Leaf	10 cents per lb.	15 cents per lb.
	Manufactured:		
	(b) Cigars	$6 per 1,000 and 25 per cent *ad val.*	$10 per 1,000 and 25 per cent *ad val.*
	(c) Cigarettes	$3 per 1,000 and 25 per cent *ad val.*	$4 per 1,000 and 25 per cent *ad val.*
	(d) Snuff	50 cents per lb.	$1 per lb.
	(e) Cigarillos	$4 per 1,000 and 25 per cent *ad val.*	$5 per 1,000 and 25 per cent *ad val.*
	(f) Other manufactured tobacco	75 cents per lb.	$1 per lb.
94	Toys and Games	10 per cent *ad val.*	15 per cent *ad val.*
95	Umbrellas and Parasols	10 per cent do	15 per cent do
96	Vegetables:		
	(a) Dried, canned or preserved	10 per cent do	15 per cent do
	(b) Onions and garlic	(See Second Schedule.)	
	(c) Fresh		
97	Vinegar	10 per cent *ad val.*	15 per cent do
98	Watches and parts thereof	10 per cent do	25 per cent do
99	Wax	10 per cent do	15 per cent do
100	Wine:		
	(a) Sparkling	$2 per gallon and 25 per cent *ad val.*	$3 per gallon and 25 per cent *ad val.*
	(b) Still	75 cents per gallon and 25 per cent *ad val.*	$1.50 per gallon and 25 per cent *ad val.*
	(c) Non-alcoholic	10 per cent *ad val.*	15 per cent *ad val.*

SCHEDULE OF CUSTOMS DUTIES OF BRITISH HONDURAS.—*Concluded.*

The First Schedule—Concluded.

Item No.	Article.	British Preferential Tariff.	General Tariff.
101	Wood and Timber:		
	Unmanufactured:		
	(*a*) Lumber, sawn or hewn, undressed . .	$1 per 1,000 feet	$2 per 1,000 feet.
	(*b*) Lumber, sawn or hewn, wholly or partly dressed	$1.50 per 1,000 feet	$3 per 1,000 feet.
	(*c*) Shingles	10 per cent *ad val.*	15 per cent *ad val.*
	(*d*) Shooks, staves and headings	10 per cent do	15 per cent do
	(*e*) Other kinds	10 per cent do	15 per cent do
	Manufactured:		
	(*f*) House, office, cabinet or store furniture, coffins, caskets, doors, sashes and blinds	10 per cent do	15 per cent do
	(*g*) Other kinds	10 per cent do	15 per cent do
102	Wool and Woollen Manufactures:	10 per cent do	15 per cent do
103	All other articles not in this Schedule particularly enumerated, or in the Second Schedule particularly exempted	10 per cent do	15 per cent do
	In the case of specific duties, these rates to be charged upon any greater or less quantity of such goods, wares and merchandise respectively.		

THE SECOND SCHEDULE.

Table of Exemptions from Duty.

1. Animals and Birds, Living.
2. Apparatus and Appliances, or parts thereof, imported by a licensee for searching for, gathering or preparing sponges.
3. Arms, Ammunition, Uniforms, Accoutrements and Prizes imported by, or for the use of His Majesty's Naval or Military Forces, the Civil Service, the Police Force, the Territorial Force, Fire Brigade or any Rifle Association sanctioned by the Governor, and all goods, wares and merchandise imported or taken out of bond for the use of His Majesty's Naval and Military Forces on the signed declaration of the Officer for the time being in command of such Forces.
4. Articles sent to the Colony for repairs and improvements and so proved to the satisfaction of the Collector of Customs.
5. Articles imported at the cost of public subscribers as gifts to the public, or by individuals for presentation to the Public, if engraved or otherwise indelibly marked for the occasion.
6. Articles passed by the Collector of Customs as the personal baggage of passengers being new arrivals in the Colony; professional apparatus brought in by passengers for their own use, and furniture and household effects brought in for personal use on first arrival in the Colony or within six months thereof and not for sale and which have been in the use of the passenger, and personal effects, not being merchandise, of natives or others domiciled in the Colony who have died abroad.
7. Articles imported especially for the use, furnishing, decoration, construction and repair of churches used for public worship, on the signed declaration of the head of the denomination for which they are intended.
8. Articles imported by, or taken out of bond for the use of the Colonial Government.
9. Articles imported by, or for the use of, any office or bureau for meteorological observations approved by the Governor.
10. Articles reimported into the Colony on which duty has been paid on a previous importation and so proved to the satisfaction of the Collector of Customs.
11. Articles for the official use of any foreign Consulate, or the luggage and personal effects of the Consular representative of any foreign country, or his family, or suite, if such Consular representative is not engaged in any other business or profession in this Colony, *provided that a similar privilege is accorded by such foreign country to the British Consulate therein.*
12. Articles imported or taken out of bond or on behalf of any Town or District Board, Public Library, or Public Institution, provided that if any such articles are sold for use or consumption in the Colony, the unpaid duty in respect thereof shall be paid by such bodies.
13. Artificial Limbs, Crutches or other appliances for the relief of bodily disablements.
14. Bees, Bee-hives and Bee-keeping Apparatus.
15. Books, printed, bound or unbound, not being account books; music, newspapers, pamphlets, periodicals, unframed photographs, almanacs, school globes, atlases, charts, maps, plans, trade catalogues and advertising calendars and circulars of no commercial value, bank notes, used postage stamps and used post cards; *but not including printed labels, printed forms, and Christmas cards.*
16. Bullion and Coin.

The Second Schedule.—*Continued.*

Table of Exemptions from Duty.—*Continued.*

17. Carriages, Carts and Wagons as Follows:—
    a Railway rolling stock.
    b Railway and tramway material and accessories imported for that purpose.
    c Mahogany trucks, tractors and trailers for same and carts and wagons for agricultural purposes.
18. Coal, Coke and Patent Fuel.
19. Cochanuts and Coquine Nuts.
20. Cotton, raw.
21. Drugs and appliances imported with the approval of the Governor for the relief and control of Ankylostomiasis and Tuberculosis.
22. Eggs.
23. Fire Engines, Extinguishers and appliances or parts thereof.
24. Firewood and Charcoal.
25. Fish, fresh, including fresh fish in cold storage and oysters (not preserved).

26. Fruits and Nuts:—
Fruits, fresh.
27. Gums:—
Balata, *Chicle* and Raw Rubber.
28. Hides and Skins, raw.
29. Horns and Bones.
30. Horses, baggage and furniture of Officers on Imperial Service in His Majesty's Naval and Military Forces.
31. Ice.

32. Implements and Tools:—
Agricultural, which the Governor in Council may from time to time specify by notification in the *Gazette*.
33. Manures, all kinds, insecticides, fungicides, vermin-killers and other substances including sulphate of ammonia, nitrate of soda, lime and other substances, which the Collector of Customs is satisfied are imported for use as manures, or as remedies for diseases of, or preventives of insect attacks on plants and animals.
34. Meat, fresh, including game and poultry, and fresh meat, game and poultry in cold storage.
35. Mosquito-proof Wire Gauze.

36. Nuts and Kernels:—
Copra.
37. Packages or coverings in which any articles are imported, and which are in the opinion of the Collector of Customs, the usual or proper packages or coverings.
38. Packages and bags exported, filled with produce and returned empty, passed as such by the Collector of Customs.
39. Patterns and samples for trade purposes and not for sale and passed by the Collector of Customs as such.
40. Plants and Bulbs for cultivation or propagation.
41. Printing Type, Including Electrotypes, and Printing Ink.
42. Produce of the Colony, reimported into the Colony within one year from date of exportation, and so proved to the satisfaction of the Collector of Customs.
43. Quinine, being sulphate of quinine and all alkaloids or salts of cinchona bark, but not including quinine compounded with other drugs.
44. Sand, Earth and Stones in the rough, not including precious stones.
45. School Equipment, furniture, prizes and medals specially imported for any school.
46. Slates and Slate Pencils, exercise and copy books.
47. Scientific apparatus, utensils, instruments and preparations, including absolute alcohol for preserving purposes, imported exclusively for the purpose of prosecuting scientific investigations on behalf of or presentation to any college, academy, school or seminary of learning, and not for sale or exchange, subject to such regulations as the Collector of Customs shall prescribe.
48. Seeds for propagation or cultivation, including maize, beans or other grain for planting purposes, subject to a declaration by the importer to the Customs Authorities that the seeds have been imported for propagation or cultivation.
49. Specimens illustrative of Natural History.
50. Tanning and Dyeing Materials:—
Divi-Divi, Logwood and Mangrove and other Bark.
51. Timber (except pine) and dye-woods, being indigenous to the Colony.
52. Tonca Beans.
52. Tortoise Shell (unmanufactured).
54. Vaccine lymph, medical serums and radium.
55. Vats or Tanks for storing water, and parts thereof, including hoops, rivets and patent lugs.
56. Vegetables, fresh (not preserved) including onions and garlic.
57. Vessels, boats and launches of all kinds.
58. Other Articles not exempt from duty which in any particular case may be exempted by order of the Governor in Council.

CONVERSION OF CURRENCY FOR DUTY PURPOSES.

Section 5 of the new ordinance deals with assessment of values expressed in foreign coinage and in British sterling currency. The section is as follows:—

5. (1) When any invoice for goods purchased in a foreign country expresses the value of such goods in the coinage of that country, such value shall be assessed by the customs authorities in the colony at the constant exchange value (based on the relative value of the precious metals) of such foreign coinage for the gold dollar of the United States of America, and the importer shall pay duty, when duty is payable at an ad valorem rate, on the amount calculated at such value.

(2) When any invoice for goods purchased in the United Kingdom or in His Majesty's dominions or protectorates expresses the value of such goods in British sterling currency, such value shall be assessed by the customs authorities in the colony at the exchange value to be fixed for the British pound sterling as is hereinafter provided and the importer shall pay duty, when duty is payable at an ad valorem rate, on the amount calculated at such value.

(3) The Governor in Council, subject to the approval of the Legislative Council to be signified by resolution, shall have the power for a term of five years from the date of coming into force of this ordinance by notice published in the *Gazette* to fix from time to time the exchange value of the British pound sterling for the purpose of customs duties: Provided that it shall not be fixed at a lesser sum than four dollars, and provided that the exchange value shall be four dollars until altered by resolution as aforesaid.

[An article on British Honduras was published in *Weekly Bulletin* No. 873, page 1206.]

CANADIAN HARD MAPLE ACCORDED FREE ENTRY INTO THE UNITED STATES.

The *New York Commercial*, under date November 12, reports that hard maple wood, entered at Detroit and Ogdensburg, from Canada, is accorded free entry in a decision by the Board of United States General Appraisers sustaining protests of W. H. Allison Co., F. W. Myers & Co., F. S. Newberry, and John V. Carr. This wood was classified for tariff purposes as cabinet wood and duty imposed at the rate of 10 per cent ad valorem. The general appraisers hold it properly classifiable under paragraph 647 as sawed boards not further advanced than sawed, and tongued and grooved.

NEW PROCESS FOR EMBOSSING DESCRIPTIVE MATTER ON TIN CONTAINERS.

An Australian company as reported in the London *Times Trade Supplement*, is in process of formation for working a new process for embossing descriptive matter on tin containers for jam, fruit, paint, etc., giving the name of the manufacturer, class of contents, etc. The process is performed while the containers are being made. Lacquer or enamel of different colours can be applied to the raised surface of the lettering. The invention is that of Mr. W. C. Hart, a Tasmanian. He claims that while paper labels on an average cost 18s. per 1,000, the embossing by his process can be done for 2s. per 1,000.

INVOICE REQUIREMENTS AND CONSULAR REGULATIONS OF OTHER COUNTRIES.

China.

Mr. Yang Shuwen, Consul-General for China, Ottawa, furnishes a statement respecting the invoicing of goods shipped to China, from which the following has been taken as being supplementary to the information contained in the report of Trade Commissioner J. W. Ross, published in *Weekly Bulletin* No. 862, August 9, 1920:—

"The invoice should be a bona fide document showing at least cost, insurance and freight. No special declaration is insisted upon. If the invoice is from a firm abroad to its branch office in China, it should be accompanied by the manufacturer's invoice."

With reference to parcels sent by post to China, the information supplied by the Consul-General is as follows:—

"Duty is levied not according to the import tariff, but at 5 per cent ad valorem on the value given on the parcel if it satisfied the customs, but if not, on the value to be assessed by the customs after examination. On parcels destined for places outside of an open port area, an additional levy of 2½ per cent ad valorem is made by the customs in lieu of likin (an inland tax in China).

"Each parcel must be accompanied by a customs declaration, on which the senders are to declare the contents—denomination, quantity, value, provenance (origin), etc. It is on this declaration, as accepted by the customs or verified by customs examination, that duty will be assessed, or the parcel passed 'duty free'."

Following is a speciment of the customs declaration which should be sent with postal packages:—

[D—44]

Place of origin: ..... CUSTOMS DECLARATION. *Place of destination:* .....

To.....at.....

Date Stamp.

Number.	Description.	Designation of Contents.	Value.	Weight.		Observations.	Customs Charges.
				Gross.	Net.		

At.....on the.....191 .

Signature and address of Sender:

.....

INCREASE OF IMPORT DUTY ON CERTAIN ARTICLES IN ITALY.

An Italian Royal Decree, dated September 26, was published in the *Gazetta Ufficiale* of October 2, providing for the revocation, as from October 3, of the Decree of May 31, 1915, which temporarily maintained in force, so far as regards trade with States entitled to most-favoured-nation treatment in Italy, the provisions of the Commercial Treaty concluded between Italy and Austria-Hungary on February 11, 1906. The Board of Trade understand that similar steps to terminate the provisions of the Italo-German Treaty of December 3, 1904, have been taken.

The effect of the measures referred to above is that goods of certain kinds imported into Italy from the United Kingdom and other countries entitled to most-favoured-nation treatment are now subject to the rates of the Italian "General" Tariff, instead of to the reduced duties applicable under the pre-war "Conventional" Tariff. The goods in question (in respect of which it will no longer be necessary to produce certificates of origin) are those covered by the schedules of Italian import duties annexed to the above-mentioned Italian Treaties with Austria-Hungary and Germany, and not covered by any Treaty between Italy and other States which is still in force. A statement showing the articles affected, together with the former and present duties leviable thereon, was published in the British *Board of Trade Journal* for November 4, and may be consulted on application to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

REMOVAL OF CERTAIN ITALIAN IMPORT RESTRICTIONS.

The following announcement has been received from the office of the Canadian Trade Commissioner at Milan, Italy:—

Restrictions have been removed on the following goods which now may be freely imported:—

Foreign textile fibres similar to hemp, raw and combed.
Cocoa threads and ropes.
Woollen felt pads for typewriters.
Ribbons for typeriters.
Pine poles impregnated with bichloride of mercury and tarred at the base.
Match wooden blocks.
Cork raw and semi-manufactured.
Lasts for shoes.
Wooden heels for shoes.
Wooden tips for shoemakers.
Ordinary furniture and parts, of ordinary wood, not trimmed.
Letter envelopes.
All kinds of paper, including that for photography, but excluding paper of straw, wall paper and coloured paper, as used in cardboards, etc.
Paper and cardboard tubes.
Shuttles and bobbins for spinning and weaving.
Paper bags, excluding those of straw and coloured paper.
Iron and steel semi-manufactured.
Copper scrap.
Bronze and brass scrap from recovered or demolished ships in Italian ports.
Agricultural machinery and implements.
Reservoir cars for transport of liquids.
Glass, bottles and similar objects for domestic use of ordinary blown glass stamped or thrown, ground or polished only on the edge or at the bottom, but not engraved.
All kinds of glassware for laboratory use. Glass tubes for gas and petroleum lights, also with trademarks or other indications.
Crucibles with graphite.
Cinema films not used.
Sensitized films for photography, also those on metal bobbins.
Tresses of hair for the manufacture of hats.
Pens.
Boxes containing assortments of colours, dishes, brushes, etc.
Hooks and eyes for shoes.
Handles for sticks and umbrellas.

Furnishings for umbrellas.
Paraffin.
Electric incandescent lamps.
Corn and dried vegetables (with the exception of wheat, maize, barley, oats, rye, rice as well as their flours).
Husks of corn.
Vegetable seeds (even if they are classified as oleaginous).
Tobacco manufactured for personal use within the limits established in article 18 of preliminary dispositions of the Customs tariff.
Castings and bladders dried and salted.
Internal containers even when, being taxed separately from the contents, they come within the category of forbidden goods.
Packets weighing not more than 100 pounds, containing flour, rice, sugar, coffee, dried meats, condensed milk, etc., sent into the Kingdom by fellow-countrymen in America.
Food which Italian emigrants bring in their luggage for their own and family's use on their return to Italy.
Custom houses of the first class can grant the temporary importation of straw, rush, palm; and panama hats for re-manufacture.

SOUTH AFRICAN FINANCIAL SITUATION.

With reference to letters of credit for payment on account of goods ordered in Canada, the following cablegram has been received from the office of the Canadian Government Trade Commissioner, Cape Town, South Africa:—

"The financial situation is very acute through over imports and stoppage of exports. London and New York branches of South African banks restricting payment South African letters of credit to 75 per cent. Greater restrictions are possible. Unless the situation brightens prospects are unfavourable."

HOSIERY MARKET IN SUMATRA.

The American Consul at Medan, reporting on the hosiery market in Sumatra, gives information that could be probably turned to advantage by Canadian exporters desirous of entering that market. Although the imports, in proportion to the population of nearly 1,000,000, are not large, there has been a notable increase during the last two years, the natives, especially the Chinese, now wearing socks much more than formerly. If the native demands are attended to, there does not appear to be any reason why this tendency should not expand in the near future. The requirements of the native are for the cheaper grades of cotton and artificial silk, woollen socks having little or no sale locally. Light grades are called for, although there is some demand from people working on the estates for medium grades. The European population buy the better qualities of cotton and silk. This field, which was formerly supplied by Germany and Holland, was, during the war, controlled almost entirely by Great Britain and America. Japanese goods have now made their appearance on the market in considerable quantities, while the Chinese are making a cheap white cotton sock, which is becoming popular with the Chinese. Quality has little to do with native selection, and so long as the article is gaudy and attractive he is satisfied. American hosiery is well thought of, but the delay in shipping is a serious handicap and the prices are considered too high, while the general make of American containers is not sufficiently gaudy for the bazaar trade. It is undoubtedly a fact that the natives look at the containers before purchasing, the outside of the box being more important than the quality of the contents. Each box ought to have some attractive coloured picture capable of immediately attracting the native. The human element in these pictures is much more important than the picture of the manufacturer's plant or a bit of scenery. The retail trade is chiefly in the hands of the Chinese, who receive three months' credit from European importers. The European firms, therefore, expect similar terms.

CEMENT IMPORTS INTO BRAZIL.

Trade Commissioner G. B. Johnson, Rio de Janeiro, transmits the following statistics on the imports of cement into Brazil, taken from *Wileman's Brazilian Review*:—

Imports of Cement: (Employment of Index Numbers: C.I.F. Value).

—	Contos.			Per Ton.		Index Numbers.		Exchange
	Tons.	of reis.	£	Milreis.	£	Milreis.	£	Per milreis.
Ann. Av. 5 years, 1909-1913	313,392	13,611	901,000	43$000	2.875	100.0	100.0	15 51-64
12 months, 1919	198,418	35,342	2,116,309	178$117	10.666	414.2	371.0	14 25-64
Five months, 1920	50,882	6,050	434,781	118$903	8.545	276.5	297.2	17 5-32

Origin of Cement Imports.

United States.

—	Cost F.O.B.			Freight and Insurance.		Value C.I.F.		Index Numbers.		
	Tons.	Contos.	Per ton Milreis.	Contos.	Per ton Milreis.	Contos.	Per ton Milreis.	Cost.	Freight.	C.I.F.
Twelve months, 1919	106,389	7,870	73$974	10,815	101$655	18,685	175$629	110.3	71.2	83.7
Five months, 1920	32.843	2,300	70$030	1,756	53$467	4,056	123$497	104.4	37.4	58.8

United Kingdom.

Twelve months, 1919	54,135	5,980	110$464	3,905	72$135	9,885	182$599	114·8	83.2	99.8
Monthly average, 1919	4,511	498	110$464	326	72$135	824	182$599	114·8	83·2	99·8
Five months, 1920	12,761	927½	72$663	542½	42$512	1,469¾	11$175	75·5	49·0	63.0

Other Countries.

Twelve months, 1919	37,894	4,189	110$545	2,583	68$164	6,772	178$709	76·3	121·2	88·0
Five months	5,278	407	77$113	117	22$167	524	99$280	53.2	39·4	49·4
Grand total 5 mos. 1920	50,882	3,634½	71$440	2,415¼	47$463	6,049¾	118$930	89·1	38·1	58.1

Destination of imports for the first five months, January to May, 1920, was as follows, in tons of 1,000 kilos:—

Amazonas	628
Para	920
Pernambuco	3,631
Bahia	2,605
Rio	13,513
Santos	17,744
Parana	42
Rio Grande do Sul	7,021
Sundry	4,778
Total	50,882

Unit values are derived from declarations of quantities and of values in sterling at the point of shipment, plus freight and insurance charges, which together constitute c.i.f. gold value.

The currency value is obtained by reduction of sterling values to paper at the average rate of exchange on the day of entry at the respective Brazilian port.

For comparative purposes the unit values have been reduced to Index Numbers, on the basis of 1,000 for the average milreis and sterling value for the 5 years directly preceding the war.

Discrepancies between the currency and sterling course of prices are the result of differences of exchange, as shown in the last column.

FIVE MONTHS' MOVEMENT.

The percentage supplied by different countries before the war, in 1919 and during the current year were as follows:—

	Av. five pre-war years.	12 months, 1919.	5 months, 1920
Germany	43.7	0.3	—
United Kingdom	28.7	27.3	25.5
United States	4.6	53.6	64.7
Other countries	23.0	18.8	*9.8
	100.0	100.0	100.0

*Of which 8 per cent was accounted for by Italy.

The United Kingdom's coefficient shows very gratifying improvement. For the first two months of the current year British cement accounted for only 9·7 per cent of total imports and American for 80·6 per cent, but for the first five months the British coefficient had risen to 25·5 per cent, whilst that of American dropped to 64·7 per cent. Thus, the United Kingdom is gradually regaining her pre-war position, whilst the United States benefits at the cost of Germany and other countries.

Cost, insurance, and freight, or c.i.f. value per ton compared with the average for 1919 was as follows:—

	Cost. Per ton.	Freight and Insurance. Per ton.	C.I.F. Per ton.
United States—			
Average 5 months, 1920	70$030	53$467	123$497
Average 12 months, 1919	73$974	101$655	175$629
Difference	−3$944	−48$188	−52$132
Ditto, per cent	5.3	47.0	29.5
United Kingdom			
Average, 5 months, 1920	72$663	42$512	115$175
Average, 12 months, 1919	110$464	72$135	182$599
Difference	−37$801	−29$623	−67$424
Ditto, per cent	34.6	41.7	36.6
Other Countries—			
Average, 5 months, 1920	77$113	22$167	99$280
Average, 12 months, 1919	110$545	68$164	178$709
Difference	−33$431	−45$997	−78$429
Ditto, per cent	30.0	67.9	43.6

F.o.b. value of British and United States cement rose as compared with April last, whilst that of other countries dropped. There was an all-round increase in freight and insurance.

Whilst cost (f.o.b.) for the first five months of the current year dropped by 34·4 per cent per ton in the United Kingdom as compared with the average for the twelve months in 1919, in the United States it declined by only 5·3 per cent, and in other countries by 30 per cent.

There was a substantial all-round drop in freight and insurance in all countries, that for the United Kingdom being 41·7 per cent, United States 47 per cent, and other countries of 67·9 per cent.

C.i.f. value or cost of delivery of British cement in Brazilian ports dropped by 36·6 per cent, American by 29·5 per cent, and other countries by 43·6 per cent.

Comparison of British and American cost per ton:—

Five months, 1920.	Cost f.o.b.	Freight and Insurance.	C.I.F.
British..	72$663	42$512	115$175
American..	70$030	53$467	123$497
In favour or against United Kingdom	−2$633	+10$955	+8$322
Ditto, per cent..	4.3	20.8	6.5

During the first five months of the current year cost f.o.b. of British cement was only 2$6333 per ton or 4·3 per cent higher than United States, as against 49·3 per cent for the twelve months, 1919; that of freight and insurance 20·8 per cent lower and c.i.f. value, consequently, 8$322 per ton or 6·5 per cent lower.

SEED PRICES IN ENGLAND.

The following cablegram has been received from Trade Commissioner Harrison Watson, London, dated November 23 :—

"Seed values ex warehouse London, England, choice quality based on No. 2 Canadian grades, London funds, per 112 pounds: red clover, 160s. to 180s.; alsike, 200s. to 220s.; timothy, 65s. to 70s."

Reduced to dollars and cents, value of red clover in London would be 34·3 to 38·6 cents per pound; of alsike, 42·9 to 47·1 cents per pound; and of timothy, 13·9 to 15 cents per pound.

APPLE PRICES IN GREAT BRITAIN.

The following cablegrams have been received from Mr. J. Forsyth Smith, Canadian Fruit Trade Commissioner, Liverpool:—

LIVERPOOL, November 17 and 19: 3,913 barrels Ontario apples ex ss. *Melita* and *Empress of France,* Baldwin No. 1 61 to 68s., slacks 55 to 62s., No. 2 tights, 58 to 64s., slacks 54 to 57s.; Greening No. 1 62 to 68s., No. 2, few best lots, 68s., average 55 to 60s., No. 3 38s. 6d.; King No. 1 63 to 65s., No. 2 61s.; Spy No. 1 60 to 68s., No. 2 50 to 56s.; Golden Russet No. 1 68s., No. 2 61s.; Ben Davis No. 1 58s.; Canada Red No. 1 64s.; Blenheim No. 1 59s., No. 2 50s.; Stark No. 1 60s., No. 2 55s. 2,696 boxes Ontario apples, Baldwin No. 1 19 to 21s., No. 2 17 to 19s.; Golden Russet No. 1 and No. 2 23s. 6d.; Spy No. 1 22s., No. 2 20s.; King No. 1 22s.; Seek No. 1 18 to 19s., No. 2 16 to 17s.; McIntosh Red No. 1 21s 6d. 9,769 barrels Nova Scotian apples ex ss. *Tamaqua,* Baldwin No. 1 50 to 56s., No. 2, few best lots, 52s., average 40 to 45s., Domestic 48s.; Stark No. 1 50 to 55s., No. 2 42 to 47s., Domestic 40 to 47s., No. 3 37 to 41s.; King No. 1 50 to 56s., slack and wasty 40 to 49s., No. 2 42 to 48s., slacks 40s., Domestic 39 to 45s., slacks 25 to 40, No. 3 36 to 43s., slacks 32 to 38s.; Greening No. 1 50 to 58s., No. 2 38 to 44s., Domestic 35 to 40s., No. 3 30 to 40s.; Blenheim No. 1, tights, 50 to 54s., No. 2 40 to 49s.; Ontario No. 1 42 to 47s.; Ribston slacks No. 1 30 to 41s., No. 2 30 to 37s., Domestic 33 to 34s., No. 3 30s.; Wagener No. 1 48 to 57s., No. 2 48 to 49s.; Golden Russet No. 2 64 to 68s., No. 3 51s.; Fallawater No. 1 52s. 159 boxes Nova Scotian apples, Wagener No. 1 19 to 20s.; Kings Blenheims and Ribstons wasty. 3,246 boxes British Columbia apples ex ss. *Melita,* Jonathan, large sizes, 19 to 20s., medium 21 to 22s., very small 19 to 22. Virgina York Imperials 54 to 65s. per bbl., Albemarles 65 to 68s. Oregon Winter Bananas 20 to 21s. per box. Washington Jonathans 18 to 23s. 6d., Rome Beauty 17 to 21s.

GLASGOW, November 18: British Columbia apples ex ss. *Saturnia,* Jonathan No. 1 21s. 6d., No. 2 18 to 19s.; Cox Orange 23s. 6d.

LIVERPOOL, November 22: 4,346 barrels Ontario apples ex ss. *Empress of Britain*, Spy No. 1 55 to 62s., slacks 50s., No. 2 50 to 55s.; Baldwin No. 1 59 to 64s., No. 2, few best lots 60s., others 51 to 56s., Domestic 53s., No. 3 48s.; Stark No. 1 53 to 57s.; No. 2 52s.; Peewaukee No. 1 50s., No. 2 47 to 48s.; Kings No. 1 62 to 65s., slacks 55 to 58s.; Greening No. 1 60 to 67s., No. 2 53 to 59s.; Golden Russet No. 1 68s.; Gano No. 1 58s., No. 2 55s.; Ben Davis 55s., No. 2 53s.; Ontario No. 1 51s. British Columbia boxes ex ss. *Melita*, Jonathan No. 1 21s., No. 2 19s. Six hundred barrels Nova Scotian apples ex ss. *Empress of Britain*, King No. 1 58s.; Spy No. 1 50s., No. 2 48s., Domestic 48s., No. 3 40s.; Fallawater No. 1 53s.; Stark No. 1 55s., No. 2 50s.; Wagener No. 1 56s., No. 2 50s.; Mann No. 1 48s., No. 2 40 to 47s.; Baldwin No. 1 55s., No. 2 51s.; mixed varieties No. 1 50 to 52s., No. 2 48 to 50s; New York Baldwins 60 to 61s.; Virginia York Imperials 57 to 64s. Barrel market firm; box market weakening.

SOUTHAMPTON, November 18: Washington Winter Nelis pears 25 to 35s. per box; Jonathans 18 to 21s.; Winesaps (Fancy) 18 to 20s.; Newtowns (Fancy) 20 to 22s., (C grade) 20 to 22s. Virginia York Imperials 59 to 60s. per barrel. Newtowns 61 to 68s.; Ben Davis 57 to 58s.; Baldwins 57 to 61s.

MANCHESTER, November 23: 2,285 barrels Ontario apples ex ss. *Manchester Division*, Baldwin No. 1 60 to 65s., slacks 56 to 58s., No. 2 53 to 56s., slacks 50 to 55s.; Greening No. 1 55 to 61s., slacks 54 to 59s., No. 2 55 to 56s., slacks 51 to 54s.; Spy No. 1 65 to 68s., slacks 58 to 64s., No. 2 53 to 64s.; Golden Russet No. 1 and No. 2 68s.; Ben Davis No. 1 50s., No. 2 48s.; King No. 1 60 to 63s., slacks 56 to 57s., No. 2 54s., No. 3 46s.; Canada Red No. 1 55s., No. 2 52s.; Stark No. 1 55s. California Newtowns 19 to 21s. per box. Washington Jonathans (Extra Fancy) 21 to 23s., (Fancy) 21 to 23s., (Orchard Run) 22s.; David (Extra Fancy) 18 to 20s.; Virginia York Imperials 60 to 65s. per barrel. New York Baldwins 55 to 61s.; Greenings 58 to 60s.; King 60s.; Spies 63s.

NEW PAPER PULP INDUSTRY IN ARGENTINA.

(Trade Commissioner George S. Brady, Buenos Aires, in United States Commerce Reports.)

The first factory in Argentina to make paper pulp was to begin operations during September. The mill, which is located near Barranqueras, in the Chaco Territory, on the Parana river, is using as raw products a species of bog grass called "paja brava." This grass grows during the whole year, and is so abundant in the swampy places that it has been considered a nuisance.

At present the mill is equipped to make only pulp in sheets and strawboard for paper boxes. It has a capacity of three tons of strawboard per day. The construction of the mill was begun over two years ago during the war. The owners are German-Argentine and the engineer in charge is an Austrian. The equipment consists of old machinery rebuilt with some machines which were made in the country. It is intended later to increase the equipment in order to manufacture a finer quality of pulp and to obtain a greater production.

NEW ZEALAND PRODUCTS OFFERED.

A New Zealand exporting firm offer for sale in Canada the following articles: copra, cocoa beans, hemp, vanilla beans, wool, sheep skins, rabbit skins, hides and pelts. The address will be furnished on application to the Commercial Intelligence Branch of the Department of Trade and Commerce, referring to file 12141.

SUMMARY OF THE TRADE OF CANADA: MONTH, SEVEN MONTHS AND TWELVE MONTHS ENDING OCTOBER, 1920.

(Compiled by External Trade Division, Dominion Bureau of Statistics.)

Main Groups.	Month of October, 1920.			Seven Months ending October, 1920.			Twelve Months ending October, 1920.		
	Total Imports.	From United Kingdom.	From United States.	Total Imports	From United Kingdom.	From United States.	Total Imports.	From United Kingdom.	From United States.
Imports for Consumption.	$	$	$	$	$	$	$	$	$
Vegetable Products	15,442,308	1,734,188	8,250,730	163,066,378	18,337,086	72,770,692	287,513,483	31,008,011	144,509,919
Animal Products	5,045,548	474,514	3,529,097	42,055,490	3,917,180	28,405,486	87,403,635	6,309,443	63,033,905
Fibres and Textile Products	18,233,964	9,430,378	6,456,649	183,947,979	86,276,710	75,990,770	316,969,042	133,804,996	145,865,222
Wood, Wood Products and Paper	5,800,888	322,668	5,310,572	35,858,075	1,866,784	32,762,161	55,423,320	2,584,347	51,107,141
Iron and its Products	22,761,182	1,843,094	20,455,935	163,012,623	10,382,630	151,384,478	244,460,666	13,471,124	229,330,335
Non-Ferrous Metal Products	5,315,187	936,832	4,071,802	36,884,200	4,875,128	30,119,470	61,411,007	6,521,258	52,206,662
Non-Metallic Mineral Products	22,910,698	859,901	21,209,239	120,797,017	6,154,886	109,820,217	172,025,954	9,344,932	154,694,974
Chemicals and Allied Products	3,628,036	748,874	2,660,634	25,255,027	4,302,801	19,039,647	40,237,227	6,474,431	30,824,204
All Other Commodities	6,632,226	1,081,523	4,977,803	47,905,439	12,136,286	32,198,665	74,195,120	16,533,585	52,365,824
Total Imports, 1920	105,770,037	17,431,882	76,902,461	818,782,228	148,249,491	552,491,586	1,339,639,454	226,052,127	923,938,186
1919	91,910,477	8,614,652	72,337,735	543,670,897	48,559,995	429,650,718	902,359,438	81,573,100	713,473,253
1918	75,690,995	6,178,292	59,230,817	561,023,164	40,022,013	466,380,489	896,097,451	69,654,875	736,102,436
Exports (Canadian Produce).	Total Exports.	To United Kingdom.	To United States.	Total Exports.	To United Kingdom.	To United States.	Total Exports.	To United Kingdom.	To United States.
Vegetable Products	60,030,684	8,364,100	24,783,840	221,825,895	64,541,844	62,181,255	405,891,497	164,156,247	87,147,651
Animal Products	18,267,759	7,071,769	8,492,811	115,923,038	57,875,609	45,255,920	252,506,597	106,422,003	107,654,716
Fibres and Textile Products	684,525	118,807	281,466	11,530,438	2,104,721	4,056,919	29,231,556	3,597,104	8,607,808
Wood, Wood Products and Paper	29,874,174	4,819,962	21,855,917	187,321,575	29,001,286	141,024,363	282,703,958	43,498,160	212,863,562
Iron and its Products	6,732,494	1,904,621	1,500,903	47,613,537	13,024,345	15,268,067	82,825,354	18,903,143	26,621,999
Non-Ferrous Metal Products	4,623,169	645,880	3,106,301	29,142,305	5,437,201	20,334,073	56,603,517	8,788,941	40,003,291
Non-Metallic Mineral Products	3,704,931	285,201	2,191,230	26,339,954	2,032,322	15,010,209	41,906,211	3,978,228	23,614,761
Chemicals and Allied Products	1,865,856	331,106	1,123,191	12,965,780	2,589,340	6,799,425	21,801,344	4,131,941	11,797,221
All Other Commodities	3,501,628	187,100	1,658,792	25,465,870	6,207,392	7,998,262	55,350,547	11,389,306	11,813,815
Total Exports, 1920	129,348,220	23,728,546	64,994,451	678,128,392	182,814,060	317,928,493	1,228,820,581	364,865,073	530,124,824
1919	100,446,814	34,324,244	47,715,645	688,799,909	307,101,624	251,831,852	1,197,342,807	524,160,038	439,200,249
1918	122,645,394	59,373,357	41,712,241	707,900,908	323,692,563	267,504,773	1,325,971,230	693,895,712	424,179,972
Exports (Foreign Produce).									
Totals, 1920	1,798,780	176,641	1,168,985	14,881,919	891,197	13,114,659	34,963,952	2,916,493	29,356,997
1919	3,642,621	966,530	2,383,392	27,087,578	4,784,765	20,857,016	54,709,151	12,974,910	34,778,190
1918	7,441,754	5,160,522	1,398,148	24,699,905	11,897,994	8,901,315	45,415,193	19,053,437	19,983,262

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in Western Division and at Public Elevators in the East; also U.S. Atlantic Seaboard Ports.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending November 19, 1920.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
Fort William—	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
C. P. R.	2,591,890	644,228	179,766	.....	154,655	3,570,539
Empire Elevator Co.	Now	operating	under a Pr	ivate Ter.	Elevator	License.
Consolidated Elevator Co.	1,227,990	47,875	9,658	32,896	45	1,318,464
Ogilvie Flour Mills Co.	942,910	64,378	58,165	.....	1,669	1,067,122
Western Terminal Elevator Co.	1,063,496	83,364	20,609	98,398	6,250	1,272,117
G. T. Pacific	1,470,976	539,864	68,857	56,314	32,533	2,168,544
Grain Growers' Grain Co.	1,084,218	423,844	74,050	.....	28,393	1,610,505
Fort William Elevator Co.	511,404	198,498	41,543	78,820	32,252	862,517
Eastern Terminal Elevator Co.	Now	operating	under a Pr	ivate Ter.	Elevator	License.
Northwestern Elevator Co.	569,900	34,781	11,508	44	*29	616,204
Port Arthur—						
Port Arthur Elevator Co.	3,041,435	716,573	256,169	519	31,224	4,045,920
Sask. Co-op. Elevator Co.	2,937,496	272,942	37,169	92,200	10,964	3,350,771
Canadian Government Elevator.	294,755	371,750	69,007	336,651	19,907	1,092,070
Thunder Bay	Now	operating	under a Pr	ivate Ter.	Elevator	License.
Davidson and Smith	40,001	3,059	.....	.....	3,765	46,825
Eastern—Richardson	Now	operating	under a Pr	ivate Ter.	Elevator	License.
Total Public Terminal Elevators.	15,776,471	3,401,156	826,501	695,842	321,628	21,021,598
Total Private Terminal Elevators.	2,120,915	1,131,202	132,806	187,295	310	3,572,528
Saskatoon Can. Govt. Elevator.	23,086	23,239	181	1,654	.....	48,160
Moosejaw Can. Govt. Elevator.	74,443	76,663	.....	2,005	2,649	155,760
Calgary Can. Govt. Elevator.	136,869	244,436	20,029	29	6,002	407,365
Vancouver Can. Govt. Elevator.	3,831	.....	.....	.....	.....	3,831
Total Interior Terminal Elevators.	238,329	344,338	20,210	3,688	8,651	615,116
Depot Harbour			None in	Store.		
Midland—						
Aberdeen Elevator Co.	50,000	60,000	9,900	.....	.....	119,900
Midland Elevator Co.	348,177	.....	.....	.....	.....	348,177
Tiffin, G.T.P.	669,154	233,851	46,869	.....	43,974	993,848
Port McNicoll	123,342	287,670	124,804	50,402	.....	586,218
Collingwood	.....	.....	.....	.....	.....	–
Goderich—						–
Elevator and Transit Co.	145,884	132,558	39,908	8,757	.....	327,107
West. Can. Flour Mills Co., Ltd.	315,433	.....	.....	.....	.....	315,433
Toronto—						
Campbell Flour Mills Co.	11,388	5,665	.....	.....	.....	17,003
Kingston—						
Montreal Transportation Co.	.....	.....	.....	.....	.....	–
Commercial Elevator Co.	1,647	14,873	2,805	.....	.....	19,325
Port Colborne Dom. Govt. Elevator.	73,214	.....	.....	.....	.....	73,214
" Maple Leaf Milling Co., Ltd.	252,764	.....	.....	.....	.....	252,764
Prescott	.....	.....	.....	.....	.....	–
Montreal—						
Harbour Commissioners Nos. 1 & 2.	1,029,193	407,228	233,474	.....	.....	1,669,895
Montreal Warehousing Co.	443,845	30,134	73,264	.....	.....	547,243
Ogilvie Flour Mills Co.	190,555	1,464	2,775	.....	.....	194,794
Quebec Harbour Commissioners.	.....	53,252	.....	.....	.....	53,252
West St. John, N.B., C.P.R.			None in	Store.		
St. John, N.B., Can. Nat. Rys.			"	"		
Halifax, N.S., " "	.....	10,767	.....	.....	.....	10,767
Total Public Elevators.	3,654,546	1,237,462	533,799	59,159	43,974	5,528,940
Country Elevators.	26,975,649	7,059,377	1,732,553	1,475,313	.....	37,242,892
U.S. Atlantic Seaboard Ports—						
Portland, Maine			Not oper	ating.		
Baltimore, Maryland	809,514	.....	.....	.....	65,201	874,715
Total U.S. Atlantic Seaboard Ports.	809,514	.....	.....	.....	65,201	874,715
Total quantity in store.	49,575,324	13,173,535	3,245,869	2,421,297	439,764	68,855,789

†Week ending November 12. *Overshipped.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Public Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East, for the week ending November 19, 1920.

Grades.	Account Imperial Government	Public Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard		20,405	6,967		27,372
No. 1 Northern		2,939,916	79,672	1,932,513	8,952 101
No. 2 "		4,182,501	32,126	850,344	5,064,971
No. 3 "		3,231,242	16,022	346,235	3,593,499
No. 4 Wheat		625,222	4,665	194,771	824,658
No. 5 "		135,445	2,287		137,732
No. 6 "		27,029	318		27,347
Other		614,711	96,172	330,683	1,041 566
Totals		15,776,471	238,229	3,654,546	19,669,246
Oats—					
No. 1 C.W					
No. 2 "		697,525	148,189	261,508	1,107,222
No. 3 "		1,266,841	74,248	487,555	1,828 644
Ex. No. 1 Feed		83,624	12,838	3,821	100,283
No. 1 Feed		320,921	15,528	71,795	408,244
No. 2 "		587,459	7,858	154,611	749,928
Other		444,786	85,677	258,172	788,635
Totals		3,401,516	344,388	1,237,462	4,982,956
Barley—					
No. 3 extra C.W		1,927			1,927
No. 3 C.W		189,064	2,826	270,355	462,245
No. 4 "		388,410	8,477	85,552	482,439
Feed		70,117	390	104,411	174,918
Rejected		70,244	2,953	59,486	132,683
Other		106,739	5,564	13,995	126,298
Totals		826,501	20,210	533,799	1,380,510
Flax—					
No. 1 Northwestern Canada		459,982	2,033	59,159	521,174
No. 2 C.W		154,944	1,056		156,000
No. 3 "		46,184	124		46,308
Rejected			475		475
Other		34,732			34,732
Totals		695,842	3,688	59,159	758,689
Rye—					
No. 1 C.W		135,258	4,312		139,570
No. 2 "		144,618	4,244	43,974	192,836
No. 3 "					
Rejected		12,656	19		12,675
Other		29,096	76		29,172
Total Rye		321,628	8,651	43,974	374,253
Total quantity in store		21,021,598	615,116	5,528,940	27,165,654

MARKING OF GOODS FOR CHINA.

The Acting Commercial Counsellor at Shanghai points out that in view of the boycott of Japanese goods in China, it is desirable that British goods should bear a mark indicating their British origin says the British *Board of Trade Journal*. An instance has been brought to his notice of a consignment of umbrellas from London being mistaken for Japanese goods, and difficulty arose, in consequence, in disposing of them.

Quantity of Wheat and other Grain in store at Public Terminal Elevators, Private Terminal Elevators, Interior Terminal Elevators, Country Elevators, U.S. Atlantic Seaboard Ports and Public Elevators in the East, on November 19, 1920, with comparisons for five years.

—	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
November 19, 1920—			
Public Terminal Elevators	15,7 6,471	5,245,127	21,021,598
Private " "	2,120,915	1,451,613	3,572,528
Interior " "	238,229	376,887	615,116
Country Elevators	26,975,649	10,267,243	37,242,892
U.S. Atlantic Seaboard Ports	809,514	65,201	874,715
Public Elevators in the East	3,654,546	1,874,394	5,528,940
Total	49,575,324	19,280,465	68,855,789
November 21, 1919—			
Public Terminal Elevators	4,489,359	4,165,683	8,655,042
Interior " "	2,117,989	859,858	2,977,847
Public Elevators in the East	12,878,885	2,357,338	15,236,223
Total	19,488,233	7,382,879	26,869,112
November 22, 1918—			
Public Terminal Elevators	11,903,833	4,393,590	16,297,423
Interior " "	2,772,750	1,034,331	3,807,081
Public Elevators in the East	11,189,367	1,144,944	12,334,311
Total	25,865,950	6,572,865	32,438,815
November 23, 1917—			
Public Terminal Elevators	8,318,016	5,845,153	14,163,169
Interior " "	119,905	720,224	840,129
Public Elevators in the East	11,296,943	2,080,296	13,377,239
Total	19,734,864	8,645,673	28,380,537
November 24, 1916—			
Public Terminal Elevators	14,172,716	7,731,852	21,904,568
Interior " "	527,469	129,466	656,935
Public Elevators in the East	6,290,923	10,226,749	16,517,672
Total	20,991,108	18,088,067	39,079,175
November 26, 1915—			
Public Terminal Elevators	18,373,530	5,560,271	23,933,801
Interior " "	395,707	63,558	459,265
Public Elevators in the East	5,278,794	4,126,662	9,405,456
Total	24,048,031	9,750,491	33,798,522

RECRUDESCENCE OF GERMAN TRADE WITH CHINA.

One of the marked features of current Chinese trade is the growing volume of imports from Germany, says the *British Export Gazette*. The goods are mostly from Hamburg, and they arrive in Japanese bottoms, the cargoes becoming heavier and more comprehensive in character every month. Dyes, wrapping and printing paper, buttons, needles, clocks, and iron and steel—all are coming in ever larger quantities, and in the second quarter of the year the German dyes imported were more than half the amount sent by Great Britain in six months. The Germans themselves, too, are swarming into the Republic, a fact sufficiently proved by the arrival in one consignment of a thousand dozen bottles of German beer. It seems hardly credible that China, with its remembrance of German trade machinations in the Republic before the war, will submit so easily to a second dose of the experience. Chinese importers as a body are certainly not keen to enter into a renewal of relationships with the Republic.

Receipts and Shipments of the different kinds of Canadian Grain at the Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in the Western Division, and Public Elevators in the East; also U.S. Atlantic Seaboard Ports for the week ending November 19, 1920.

PUBLIC TERMINAL ELEVATORS.

——		Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.
		Bush.	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Receipts	Rail	4,785,411	740,720	296,928	145,838	109,746	.....	6,078,643
Shipments	Vessel	3,236,824	613,441	265,508	96,049	149,516	.....	4,361,338
	Rail	102,182	105,398	18,419	.....	.....	.....	225,999

PRIVATE TERMINAL ELEVATORS.

Receipts	Rail	2,926,445	528,953	100,923	23,358	16,353	.....	3,596,032
Shipments	Vessel	2,680,542	343,356	19,664	5,418	42,013	.....	3,090,993
	Rail	212,950	157,683	80,197	.....	862	.....	451,692

INTERIOR TERMINAL ELEVATORS.

Receipts	Rail	52,659	125,119	8,740	.....	.....	.....	186,518
Shipments	Rail	112,640	78,503	2,670	.....	.....	.....	193,813

COUNTRY ELEVATORS, WEST DIVISION.

Receipts	Rail	9,369,721	2,186,257	412,174	321,117	.....	.....	12,289,269
Shipments	Rail	7,281,196	1,722,426	300,315	153,489	.....	.....	9,457,426

PUBLIC ELEVATORS IN THE EAST.
GEORGIAN BAY PORTS.

Receipts	Vessel	2,230,145	409,302	129,975	88,259	43,974	.....	2,901,655
Shipments	Rail	1,323,726	266,228	20,100	48,103	.....	.....	1,658,157

LOWER LAKE PORTS.

Receipts	Vessel	534,010	.....	.....	.....	.....	.....	534,010
	Rail	34,669	13,011	262	.....	.....	.....	47,942
Shipments	Vessel	413,700	7,346	.....	.....	.....	.....	421,046
	Rail	340,258	.....	262	.....	.....	.....	340,520

ST. LAWRENCE PORTS.

Receipts	Vessel	280,674	81,926	84,371	.....	.....	.....	446,971
	Rail	486,574	180,794	256,807	.....	.....	.....	924,175
Shipments	Vessel	1,010,816	316,838	203,163	.....	.....	.....	1,530,817
	Rail	296,111	122,575	159,854	.....	.....	.....	578,540

SEABOARD PORTS.

Receipts	Rail	.....	10,767	.....	.....	.....	.....	10,767
Shipments	Vessel	.....	.....	.....	.....	.....	.....	.....

TOTAL, PUBLIC ELEVATORS IN THE EAST.

Receipts	Vessel	3,044,829	491,228	214,346	88,259	43,974	.....	3,882,636
	Rail	521,243	204,572	257,069	.....	.....	.....	982,884
Shipments	Vessel	1,424,516	324,184	203,163	.....	.....	.....	1,951,863
	Rail	1,960,095	388,803	180,216	48,103	.....	.....	2,577,217

U.S. ATLANTIC SEABOARD PORTS.

Receipts	Rail	328,993	.....	.....	.....	18,831	.....	347,824
Shipments	Vessel	106,500	.....	.....	.....	12,785	.....	119,285

Quantities of United States Grain in Store, Received and Shipped at the Public Elevators in the East for the week ending November 19, 1920, in comparison with the same period last year.

	Wheat.	Oats.	Barley.	Rye.	Corn.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Depot Harbour Elevator		76,878			381,005	457,883
Midland Elevator Co	258,845					258,845
" Aberdeen Elev....	195,041					195,041
Tiffin, G.T.P. Elev	137,302					137,302
Ft. McNicholl, C.P.R.	181,953				207,342	389,295
Goderich Elev. & Transit					28,466	28,466
Montreal Harbour Commissioners Elev. 1 and 2			1,336	4,672	113,325	119,333
Quebec Harbour Commissioners Elevator					*13,148	13,148
Totals	773,141	76,878	1,336	4,672	743,286	1,599,313
Same period last year	162,873		50,323	242,849	1,894	457,939

GEORGIAN BAY PORTS.

	Receipts.		Shipments.	
	Water.	Rail.	Water.	Rail.
	Bush.	Bush.	Bush.	Bush.
Wheat	303,464			433,341
Oats				24,000
Corn	162,352			152,228

ST. LAWRENCE PORTS.

Wheat			27,930	–
Oats			48,872	–
Corn		2,852		5,450
*Corn				*7,000

*Argentine Grain.

LOADING ON IMPORTS INTO AUSTRALIA RELEASED WITHOUT SHIPPING DOCUMENTS.

Referring to the announcement in *Weekly Bulletin* No. 864 of August 23, 1920, page 527, pointing out the necessity of exporters of goods to Australia forwarding shipping documents promptly, the Commissioner of the Commonwealth of Australia, New York, has sent to the Commercial Intelligence Branch of the Department of Trade and Commerce the following further information:—

> "Relative to arrival of goods in Australia without shipping documents, I desire to inform you that advice has now been received from the Department of Trade and Customs that the minimum loading of 50 per cent will take effect on 1st February next."

The above refers to an extra duty of 50 per cent of the ordinary duty which will be required pending production of complete documents when under special circumstances goods are released from customs before arrival of necessary documents.

NEW INCORPORATIONS.

Dominion.

St. Lambert Manufacturing Company, Limited. Incorporators: Arnold Wainwright, Felix Winfield Hackett and John deGaspe Audette, advocates; and others—all of Montreal. Capital $100,000; divided into 1,000 shares of $100 each. Chief place of business, Montreal.

Lammers & Maase Company, Limited. Incorporators: Cecil Conway Davies and Cornelius Auguste Choquet, accountants; and others—all of Montreal. Capital $200,000, divided into 2,000 shares of $100. Chief place of business, Montreal.

Baymac Tire & Rubber Company, Limited. Incorporators: James Cornelius Macgrath, manufacturer; and Thomas Reginald Sloan, barrister-at-law, both of Hamilton, Ont.; and others. Capital $150,000, divided into 15,000 shares of $10 each. Chief place of business, Grimsby.

Ontario Silver Foxes, Limited. Incorporators: Harold Potts and Wilfred Gordon Wylie, accountants; and others—all of Brantford. Capital $101,000. Chief place of business, Brantford.

Canada Copper Corporation, Limited. Incorporators: William Symon Morlock, Sydney Ellis Wedd and Roy Beverley Whitehead, solicitors; and others—all of Toronto. Capital $10,000,000, divided into 2,000,000 shares of $5 each. Chief place of business, Toronto.

Ontario.

Modern Implements, Limited. Incorporators: Howard Earl Blood, manufacturer; and others—all of Walkerville. Capital $100,000, divided into 1,000 shares of $100 each. Head office, Walkerville.

Ottawa Nukol Company, Limited. Incorporators: Morley Punshon van der Voort, barrister-at-law; Hiram Frank Slater, manufacturer; and others—all of Toronto. Capital $1,000,000, divided into 1,000,000 shares of $1 each. Head office, Ottawa.

Waltham Grinding Wheel Company of Canada, Limited. Incorporators: James Chisholm, Thomas Baker McQuesten and Norman Roy Robertson, barristers-at-law; and others—all of Hamilton. Capital $200,000, divided into 2,000 shares of $100 each. Head office, Brantford.

The W. G. Craig Company of Toronto, Limited. Incorporators: Joseph Max Bullen; and others—all of Toronto. Capital $500,000, divided into 5,000 shares of $100 each. Head office, Toronto.

Sarnia Cement Products, Limited. Incorporators: Walter Dickson Reid and George Ross McGee, manufacturers; and others. Capital $100,000, divided into 1,000 shares of $100 each. Head office, Point Edward.

The Interlocking Cord Tire & Belt Company, Limited. Incorporators: Robert Cleugh LeVesconte, barrister-at-law; and others—all of Toronto. Capital $1,500,000, divided into 15,000 shares of $100 each. Head office, Toronto.

Burkells Limited. Incorporators: Harry Allen Newman and Thomas Basil Malone, barristers-at-law; and others—all of Toronto. Capital $1,000,000, divided into 10,000 shares of $100 each. Head office, Toronto.

Canadian Elgin Watch Company, Limited. Incorporators: David Inglis Grant, barrister-at-law; and others—all of Toronto. Capital $250,000, divided into 2,500 shares of $100 each. Head office, Toronto.

The Cornwall Pulp and Paper Company, Limited. Incorporators: Peter White, barrister-at-law; and others—all of Toronto. Capital $200,000, divided into 2,000 shares of $100 each. Head office, Toronto.

Highland-Kirkland-Mines, Limited. Incorporators: Thomas McCamus and Angus Alexander McKelvie, gentlemen; and others—all of New Liskeard, Ontario. Capital $100,000, divided into 100,000 shares of $1 each. Head office, New Liskeard.

British Columbia.

Hunter Manufacturing Company, Limited. Capital $50,000. Registered office, Vancouver.

Mill Cut Homes and Lumber. Capital $50,000. Registered office, Vancouver.

North Island Logging Company, Limited. Capital $200,000. Registered office, Vancouver.

AUSTRALIAN TENDERS.

Melbourne, October 14, 1920.—Copies of tender forms and specifications have been received from Mr. D. H. Ross, Canadian Trade Commissioner, Melbourne, for material required by the Victorian Government Railway Department, Melbourne, and by the New South Wales Government Railways and Tramways, Sydney.

These tender forms and specifications are open to the inspection of interested Canadian manufacturers at the Department of Trade and Commerce, Ottawa (refer File No. 26137).

Tenders in conformity to the specifications should be promptly addressed, respectively, to the Secretary, Victoria Government Railways, Melbourne, Australia, and to the Agent General of New South Wales, 123 Canon street, London, E.C., England.

Particulars of the requirements are briefly outlined thus:—

VICTORIA GOVERNMENT RAILWAYS.

No.	Date of closing.	Particulars.
33583.	December 15, 1920.	Supply and delivery of mild steel sheets, and hoop, as specified.
33584.	December 15, 1920.	Supply and delivery of mild steel bars, as specified.
33587.	December 15, 1920.	Supply and delivery of plain and corrugated galvanized iron sheets, as specified.
33643.	December 1, 1920.	Supply and delivery of high-speed tool steel, as specified.
33694.	January 26, 1921.	Supply and delivery of electric staff instruments for battery and magnetic working, as specified.
33750.	January 26, 1921.	Supply and delivery of axle generator train lighting material and accumulator cells, as specified.
33754.	January 19, 1921.	Supply and delivery of embossing machine, as specified.

NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

[illegible]	(As early as possible).	Supply and delivery of 50,000 yards cotton duck, 18-ounce, as specified.

MARKING OF GOODS FOR CONSTANTINOPLE.

Misunderstandings have arisen in Constantinople in recent months with regard to the destination of goods, and it is desirable that British shippers should endeavour not to make use of marks which might possibly be mistaken for Government marks says the British *Board of Trade Journal*. Cases have arisen in which goods intended for importers have gone to the military and naval authorities on account of the misleading character of their marks. It is suggested that in the case of goods brought already packed and marked, the Government marks, if any, should be obliterated and the goods remarked again.

FOREIGN EXCHANGE QUOTATIONS FOR THE WEEK ENDING NOVEMBER 24.

The Foreign Exchange Department of the Bank of Montreal has furnished the following statement of the nominal closing quotations for all the principal exchanges for the week ending November 24. Those for the week ending November 17 are also given for the sake of comparison.

		Parity.	Week ending November 17, 1920.	Week ending November 24, 1920.
Britain..£	1.00	$4.86	3.89	3.97
France..Fr.	1.	.193	.068	.069
Italy..Lira	1.	.193	.042	.041
Holland..Florin	1.	.402	.339	.347
Belgium..Fr.	1.	.193	.072	.073
Spain..Pes.	1.	.193	.145	.149
Portugal..Esc.	1.	1.08	.138	.133
Switzerland..Fr.	1.	.193	.175	.179
Germany..Mk.	1.	.238	.017	.016
Greece..Dr.	1.	.193	.102	.101
Norway..Kr.	1.	.268	.148	.154
Sweden..Kr.	1.	.268	.213	.220
Denmark..Kr.	1.	.268	.148	.155
Japan..Yen	1.	.498	.567	.576
India..R.	1.	.342	.330	.324
United States..$	1.	1.00	1.12⅛	1.13 13/16
Argentina..Pes.	1.	.965	.839	.867
Brazil..Mil.	1.	.546	.185	.176
Roumania..Lei	1.	.193	.015	.017

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "The Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa," or The Secretary of the Canadian Manufacturers' Association, Toronto, Montreal, Winnipeg, Amherst, N.S., and Vancouver, or The Secretary of the Board of Trade at Toronto, Hamilton, Kingston, Brandon, Halifax, Montreal, Quebec, St. John, Sherbrooke, Vancouver, Victoria, Winnipeg, Edmonton, Calgary, Moosejaw, Saskatoon, Sault Ste. Marie, Fort William, Port Arthur, Moncton, Regina, New Westminster, B.C., Sydney (Cape Breton), Guelph, Peterborough, Brantford, St. Mary's, Ont., Chambre de Commerce de Montreal, The London, Ont., Chamber of Commerce, The Stratford Chamber of Commerce, The Border Chamber of Commerce, Windsor, Ont., and Kitchener Manufacturers' Association.

Catalogues and Price Lists for South Africa.

2409. A large departmental store in Port Elizabeth, South Africa, ask for correspondence from exporting Canadian manufacturers in any line suitable for a departmental store.

2410. An important firm in East London, Cape Province, request from exporting Canadian manufacturers catalogues, price lists and packing and shipping information on such lines as cement, galvanized corrugated iron, galvanized flat iron, deals, ceilings and flooring, doors, rim locks, mortice locks, metal door and window furniture of all kinds, bolts and nuts, wire nails, linseed oil, red and white lead, paints and varnishes, or any article suitable for the building trade.

2411. An import firm in Johannesburg invite correspondence from Canadian manufacturers exporting such lines as confectionery, fancy goods, cutlery, perfumery, stationery, wrapping paper, paper bags, and twine.

2412. A firm of importers in East London, Cape Province, request catalogues and price lists with packing information from Canadian manufacturers of any line suitable to the wholesale general jobbing trade.

2413. A Port Elizabeth firm of wholesale general importers request catalogues, price lists, etc., from Canadian manufacturers.

2414. A Lourenco Marques, Portuguese East Africa, firm request catalogues, price lists and any other data from Canadian manufacturers of general hardware, building hardware, tools of all kinds, building material, mining material, enamelled-ware, stoves, and woodenware.

2415. A Kimberley, Cape Province, firm request catalogues from Canadian manufacturers, also price lists and other data on any line of general hardware, building hardware, tools of all kinds, building material, mining material, enamelled-ware, stoves, and woodenware.

2416. An importing firm in Mafeking, Cape Province, ask for catalogues and price lists from Canadian manufacturers exporting any line suitable for the general store trade, including agricultural implements, building material, and motor accessories.

2417. An importing firm in Oudtshoorn, Cape Province, request catalogues, price lists, and when possible samples, on any line suitable for the wholesale general store trade. They specially ask for correspondence from Canadian manufacturers of any of the following lines: canned goods, provisions, dry goods of all kinds, boots and shoes, hardware, building material, agricultural implements, motor accessories, etc.

2418. A Cape Province firm of importers request catalogues, price lists, and when possible samples, on any line suitable for wholesale general store trade. Lines such as canned goods, provisions, dry goods of all kinds, boots and shoes, hardware, building material, agricultural implements, motor accessories are departmentally organized.

Food Products.

2419. **Macaroni.**—A Liverpool firm ask for quotations on 1,000 cases of 22 pounds, bulk, and 1,000 cases of 28 pounds, 1-pound packages of macaroni.

2420. **Dried codfish.**—A Liverpool firm ask to be placed in touch with exporters of the above.

2421. **Canned salmon.**—A Liverpool firm are in the market for 10,000 cases of canned salmon, Red Cohoe and Pinks.

2422. **Jams.**—A Liverpool firm seek to be placed in touch with exporters of strawberry and raspberry jam.

2423. **Rolled oats.**—A Liverpool firm ask to be placed in touch with exporters of the above.

2424. **Rolled oats and oatmeal.**—A Liverpool firm desire to represent exporters of the above in this territory.

2425. **Representation in England.**—A firm in London, England, desire to obtain direct representation of Canadian packers and manufacturers in the following commodities: canned meats, salmon, lobsters, fruits (especially gallon and evaporated apples and pears), jams, maple sugar and condensed milk, also cheese. The territory covers chiefly England and Scotland, but they have also good connection on the Continent. They have had forty years' experience in the business, dealing only with the best of wholesale and large retailers, working in the capacity of brokers, and feel larger business could be done if they were representing manufacturers direct.

2426. **Wheat and flour.**—A Portuguese firm located in Cape Town and Lisbon make inquiry for c.i.f. quotations to Lisbon on wheat and flour.

2427. **Alimentary products.**—A French importer established in Spain as representative since 1901 is desirous of importing alimentary products into Spain.

2428-2439. **Provisions.**—Twelve firms in Constantinople desire to be placed in touch with Canadian exporters of canned goods, canned salmon, salted codfish, jams, marmalades, and other provision lines.

2440. **Provisions.**—A firm in Constantinople representing an American line of canned goods would like to get in touch with Canadian exporters of other lines of provisions with a view to the resumption of trade with that centre.

2441-2443. **Canned foodstuffs.**—Three firms in Constantinople—one a large British concern—are desirous of receiving particulars from Canadian exporters of canned foodstuffs of all kinds.

2444. **Canned goods.**—A firm in Constantinople representing an American line of canned goods would like to get in touch with Canadian exporters of other lines of canned goods with a view to the resumption of normal trade with that centre.

2445. **Salted codfish.**—A large British firm in Constantinople, with extensive connections are desirous of receiving particulars from Canadian suppliers of codfish with a view to the resumption of normal trade with that centre.

2446-2447. **Salted codfish.**—Two firms in Constantinople are desirous of receiving particulars from Canadian exporters of salted codfish.

2448. **Salted codfish.**—A firm in Constantinople representing an American line of canned goods would like to get in touch with Canadian exporters of other lines of salted fish with a view to the resumption of normal trade with that centre.

Boots and Shoes, Leather.

2449. **Boots and shoes.**—A large British firm in Constantinople, with extensive connections, are desirous of receiving particulars from Canadian suppliers of boots and shoes of all kinds with a view to the resumption of normal trade with that centre.

2450-2453. **Leather.**—Four firms in Constantinople desire to get in touch with Canadian exporters of leather, soles and uppers, with a view to the resumption of normal trade with that centre.

Metals, Machinery, and Hardware.

2454. **Gasolene farm engines.**—A Japanese firm of agricultural implement importers in the Hokkaido are anxious to hear from Canadian manufacturers of gasolene engines. The firm is at present importing from the United States, but would be glad to give preference to Canadian manufacturers. The size most in demand is the 1¾-horsepower model with magneto ignition, adaptable either to gasolene or kerosene, but all sizes up to 8 or 10 horse-power are imported. Catalogues and c.i.f. prices are requested immediately. (See article on page 1564 of this number of the *Weekly Bulletin*.)

2455. **Iron, steel, and engineering specialties.**—A Canadian business man, who is representing an important Canadian manufacturing enterprise in the United Kingdom, would be glad to undertake a few additional Canadian agencies, more especially anything relating to iron, steel, or engineering specialties.

2456. **Fencing materials.**—A Pretoria firm dealing in galvanized iron, wire netting, wires all kinds, wire goods, and iron and steel fencing material, request price lists, catalogues, and when possible samples.

2457. **Washboards.**—A Johannesburg firm of importers request catalogues and price lists on washboards.

2458. **Fencing material.**—A Johannesburg firm of importers making a specialty of iron and steel fencing material request correspondence from Canadian manufacturers prepared for regular export.

2459. **Baling wire.**—A Liverpool firm ask for quotations on baling wire, 9-feet lengths, 14 gauge and looped one end.

2460. **Industrial machinery.**—A British firm in Constantinople desire to get into touch with Canadian exporters of industrial machinery of all kinds.

2461-2463. **Industrial machinery.**—Three large British firms in Constantinople, with extensive connections, are desirous of receiving particulars from Canadian suppliers of industrial machinery of all kinds with a view to the resumption of normal trade with that centre.

Miscellaneous Products and Agencies.

2464. **Flaxseed.**—A Liverpool firm ask to be placed in communication with exporters of the above.

2465. **Horses.**—An Egyptian firm has received an inquiry for Canadian horses for shipment to France at the rate of 60 to 80 monthly. Medium sized preferred, not more than six years, suitable for agricultural purposes. They must be sound, no deformity or contagious disease, and information on the following points is desired: production and breed, selling price approximately, export cost, including medical certificate, insurance, etc.

2466. **Provisions and foodstuffs, fruit, machinery, automobiles, lumber.**—A firm in Cairo, Egypt, the head of which is a British subject, and who claim long experience, are desirous of securing the agency of Canadian manufacturers and shippers, and articles suggested are: provisions, condensed milk, meats, horses and cattle, salted and smoked fish, canned fruits, tobacco, flax fibre, and minerals; also agricultural and labour-saving machinery, oil engines, automobiles, and lumber. Full list of articles and proposals on file at the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

2467. **Hosiery, underwear, etc.**—A London manufacturers' agent claiming a connection with the textile trades, who already represents a Canadian manufacturer, wishes to get in touch with Canadian manufacturers of hosiery (silk and artificial silk), underwear (excepting summer ribbed underwear), and similar lines in a position to undertake export trade.

2468. **Representation in British West Indies.**—A young newspaper woman with a university education, and accustomed to interviewing business men, expects to leave for a tour of the West Indies early in the new year, and is desirous of representing some Canadian firm looking for trade with the islands.

2469. **Wallpaper.**—An important Dutch firm are anxious to enter into relations with Canadian manufacturers of wallpaper.

2470. **Office supplies.**—A Kimberley firm of importers ask for correspondence from manufacturers of office supplies of all kinds.

2471. **Fancy goods and toys.**—An inland firm of importers in Natal, South Africa, request catalogues and price lists from Canadian manufacturers of toys and fancy goods.

2472-2473. **Iron and steel, hardware, tools, household utensils, furniture (k.d.s.), handles, and canned goods.**—Two South African firms—one in Port Elizabeth, the other in East London—make requests for catalogues of any of the above or kindred lines from Canadian manufacturers prepared for regular deliveries.

2474. **Manufacturers' agent.**—A Johannesburg manufacturers' agent, covering all centres of the Union, is prepared to consider Canadian agencies in all lines for the wholesale hardware trade, with the exception of shovels, spades, enamelled ware, saws, drills, and hammers.

2475. **Agencies.**—An old-established selling agency in Cape Town, the principal of which is a Canadian, is prepared to take up Canadian representation in the Union. Catalogues, price lists, and all other data possible is requested in the first communi-

PROPOSED SAILINGS FROM CANADIAN PORTS.*

Subject to change without notice.

From St. John.

To Liverpool.—*Canadian Rover,* Canadian Government Merchant Marine, Ltd., about December 8; *Melita,* C.P.O.S. Line, about December 10; *Empress of Britain,* C.P.O.S. Line, about December 15; *Victorian,* C.P.O.S. Line, about December 23.

To London.—*Canadian Runner,* Canadian Governmnt Merchant Marine, Ltd., about December 4; *Corsican,* C.P.O.S. Line, about December 11; *Batsford,* C.P.O.S.-Furness Line, about December 14; *Castellana,* C.P.O.S.-Furness Line, about December 15; *Canadian Raider,* Canadian Government Merchant Marine, Ltd., about December 15.

To Glasgow.—*Bolingbroke,* C.P.O.S. Line, about December 28.

To Avonmouth.—*Bolingbroke,* C.P.O.S. Line, about December 28.

To Manchester.—*Manchester Corporation,* Manchester Liners, about December 15.

To Southampton.—*Scotian,* C.P.O.S. Line, about December 21.

To Dublin.—*Fanada Head,* Head Line, about December 25.

To Belfast.—*Fanada Head,* Head Line, about December 25.

To Santiago, Cuba and Kingston, Jamaica.—*Canadian Trader,* Canadian Government Merchant Marine, Ltd., about December 1.

To India via Mediterranean.—*Canadian Conqueror,* Canadian Government Merchant Marine, Ltd., about December 4.

To Antwerp.—*Scotia,* C.P.O.S. Line, about December 21.

To Rotterdam.—*Ramore Head,* Head Line, about December 31.

To Havre.—*Manoa,* Fracanda Line (Canada Steamship Lines, general agents), about December 10; *Kamarima,* Fracanda Line (Canada Steamship Lines, general agents), about December 25.

To Bordeaux and Bilbao.—*Georgie,* Fracanda Line (Canada Steamship Lines, general agents), about December 15; *Mississippi,* Fracanda Line (Canada Steamship Lines, general agents), about December 25.

To Hamburg.—*Ramore Head,* Head Line, about December 31.

To Karachi, Bombay, Colombo, Madras, Rangoon, Calcutta, Singapore, Batavia and Soerabaya (via Mediterranean).—*Canadian Conqueror,* Canadian Government Merchant Marine, Ltd., and British India Steam Navigation Company, Ltd., joint service, about December 4.

To Australia and New Zealand.—*Sussex,* New Zealand Shipping Co., about December 15.

To Eastern and Far Eastern Ports.—*Swazi,* Ellerman-Bucknalls, about December 10.

To South African Ports.—*Benin,* Elder-Dempster Company, about December 10.

From Halifax.

To British West Indies.—*Chaleur,* Royal Mail Steam Packet Company, about December 10.

To Liverpool.—*Canada,* White Star-Dominion Line, about December 5; *Canadian Hunter,* Canadian Government Merchant Marine, Ltd., about December 8; *Megantic,* White Star-Dominion Line, about December 12.

To London.—*Kanawha,* Furness, Witty & Co., about November 30; *Canadian Aviator,* Canadian Government Merchant Marine, Ltd., about December 15.

**These sailings are not complete, but are compiled from lists of prospective sailings supplied by shipping companies.*

To Manchester.—*Manchester Corporation*, Manchester Liners, about December 18.

To Glasgow.—*Canadian Navigator*, Canadian Government Merchant Marine, Ltd., about December 4; *Columbia*, Cunard Line, about December 11.

To Plymouth, Cherbourg, and Hamburg.—*Saxonia*, Cunard Line, about December 11.

To Hamburg.—*Mongolia*, White Star-Dominion Line, about December 18.

To Rio de Janeiro, Santos, Montevideo, Buenos Aires.—*Canadian Ranger*, Canadian Government Merchant Marine, Ltd., about December 20.

To St. John's, Newfoundland.—*Canadian Sealer*, Canadian Government Merchant Marine, Ltd., about December 4.

From Vancouver, B.C.

To Australia and New Zealand.—*Waitemata*, Canadian-Australasian Royal Mail Line, about December 10; *Makura*, Canadian-Australasian Royal Mail Line, about December 15.

To London, Liverpool, and Glasgow (via Panama Canal).—*Craftsman*, Harrison Direct Line, about December 25.

To Yokohama, Kobe, Nagasaki, Shanghai, Manila, and Hong Kong.—*Empress of Asia*, C.P.O.S. Line, about December 16.

To Yokohama, Kobe, Nagasaki, Shanghai, and Hong Kong.—*Empress of Japan*, C.P.O.S. Line, about December 7.

To Shanghai, Hong Kong, and Singapore.—*Bessie Dollar*, early December.

To Yokohama, Moji, and Hong Kong.—*Mattawa*, C.P.O.S. Line, about December 8; *Methven*, C.P.O.S. Line, about January 23.

MEXICO'S RETURNING COMMERCE.

Now that Mexico is settling down again politically, its trade is expanding with remarkable rapidity, says the *British Export Gazette*. Imports are flowing into the ports at such speed that our correspondents at various leading centres state that considerable congestion is already in evidence, and Vera Cruz in particular is getting uncomfortably full of merchandise. Yet importers continue to cry out for still more goods, stocks during the long period of revolution and disorder having sunk to nothing. British cottons, woollens, chemicals, hardware, machinery, mining supplies, and provisions are arriving in large quantities, together with French, Spanish, and Dutch merchandise, and even small cargoes of German goods. The prospect that Mexico's oil industry is about to undergo still further expansion encourages the anticipation that the trade of the Republic will become even more prosperous. Mexico, be it remembered, is now the second among oil-producing countries, and, it is believed, will this year produce more than one-fifth of the world's total output of petroleum.

By the way, business with Mexico is now almost wholly on a cash basis, the old custom of long credits having gone by the board as a result of the political troubles of the last decade. But correspondents are unanimous in describing the country as being full of money, an air of prosperity reigning on every hand. Everything for Mexico, we may add, must be up to date and in the vogue. Nothing else will be tolerated to-day.

SPARE PUBLICATIONS.

The Department of Trade and Commerce has on hand at present spare copies of a considerable number of publications which it would be glad to forward to any one in Canada desiring them, without charge, so long as the supply lasts. In some cases only single copies are available. Applications from libraries, universities, boards of trade or similar organizations will be given the preference. Applications should be addressed to "The Supplies Branch, Department of Trade and Commerce, Ottawa."

The demand for the spare publications heretofore listed has been very great and the supply in many cases exhausted within a day or so of the publication of the *Weekly Bulletin.*

Correspondents should confine their applications solely to the list given below. If other publications are desired a separate letter should be written.

Canada Grain Act, with Amendments, 1912.

Canadian Economic Commission to Siberia, 1919.

Census of Canada:
1901. Vol. 1, Population; 1890-91. Vol. 3; 1890-91, Vol. 4.

Census of Statistics Monthly:
Vols. 7 and 8, 1914-15; Vols. 9 and 10, 1915-16.

China and Japan, 1914.

Chinese Markets for Canadian Products, 1919.

Coal Fields of Nova Scotia, 1909.

Dominion Election Act, 1917.

Final Report of the Fuel Controller, 1919.

German War and its Relation to Canadian Trade, 1914.

Grain Inspection in Canada, 1914.

Handbook for Export to South America, 1915.

Imperial Year Book, 1917-18.

List of Licensed Elevators and Warehouses, 1919-20.

Report of the Board of Grain Commissioners for Canada, 1917-18-19.

Report on the Need for the Suppression of the Opium Traffic in Canada, 1908.

Royal Commission on Grain Trade in Canada, 1906.

Royal Commission on a Dispute between the Bell Telephone Company and Operators at Toronto, 1907.

Russian Trade, 1916.

Special Trade Commission to Great Britain, France, and Italy, 1916.

The Royal Commission re the Alleged Employment of Aliens by the Pere Marquette Railway in Canada, 1905.

Timber Export Trade of Australia, 1917.

Canadian Economic Commission to Siberia, 1919.

Trade after the War, 1916.

Trade with South China, 1919.

Trading in Spain, 1920.

Trial Shipments of Buckwheat via Panama Canal to the United Kingdom, 1918.

Wholesale Prices of Canada, 1910.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner, address for letters—Box 149 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Belgium.

A. Stuart Bleakney, Canadian Government Trade Commissioner, 1 Rue de Florence, Brussels. *Cable Address, Canadian.*

Brazil.

Ernest Leonard McColl, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rut Goncalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

H. A. Chisholm, Canadian Government Trade Commissioner, 501 and 502, Teniente Rey 11, Havana. Casa de Corres—Apartado 1290. *Cable Address, Cantracom.*

France.

Hercule Barré, Canadian Government Trade Commissioner, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

George E. Shortt, Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, Via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; office 50-B Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Westminister House, Adderly street, Cape Town. *Cable Address, Cantracom.*

South Eastern Europe.

L. D. Wilgress, Canadian Government Trade Commissioner, c/o Canadian Government Trade Commissioner, Via Carlo Cattaneo 2, Milan. *Cable Address, Care Canadian, Milan.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

G. B. Johnson, Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

W. C. Noxon, Director, Overseas Trade Branch of the Department of Trade and Commerce, 1 Regent Street, S.W. 1, Eng. *Cable Address, Canmission.*

United States.

John A. Cooper, Director Dominion Bureau of Information, 1463 Broadway, New York City.

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:
Bahia, British Consul.
Rio de Janeiro. British Consul General.

Chile:
Valparaiso, British Consul General.

Colombia:
Bogota, British Consul General.

Ecuador:
Quito, British Consul General.
Guayaquil, British Consul.

Egypt:
Alexandria, British Consul General.

France:
Havre, British Consul General.
Marseilles, British Consul General.

India:
Calcutta. Director General of Commercial Intelligence.

Italy:
Genoa, British Consul General.
Milan. British Consul.

Mexico:
Mexico, British Consul General.

Netherlands:
Amsterdam, British Consul.

Panama:
Colon, British Consul.
Panama, British Vice-Consul.

Peru:
Lima, British Vice-Consul.

Portugal:
Lisbon, British Consul.

Spain:
Barcelona, British Consul General.
Madrid, British Consul.

Sweden:
Stockholm, British Consul.

Switzerland:
Geneva, British Consul.

Uruguay:
Monte Video, British Vice-Consul.

Venezuela:
Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 248 St. James Street, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows: H.M. Trade Commissioner: Post Office Box 683, Calcutta, for correspondence: Office address, Allahabad Bank Building, 6 Royal Exchange Place, Calcutta: that of the Commissioner for the Straits Settlements is: Mr. A. F. G. Anderson, H.M. Trade Commissioner, Signapore, Straits Settlements.

LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE DEPARTMENT OF TRADE AND COMMERCE.

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report re Mail Subsidies and Steamship Subventions.
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Report of the Canadian Economic Commission (Siberia), 1919.
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Russian Trade (1916).
Trade of South China (1919).
Trade with China and Japan (1914).
Trading with Spain (1920).
Timber Import Trade of Australia (1917).
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Toy Making in Canada (1916).
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

BUREAU OF STATISTICS PUBLICATIONS.

Annual Report of the Trade of Canada.
Annual Report on the Coal Trade of Canada (1918).
Annual Report on the Grain Trade of Canada.
Beet Sugar Industry (The), (1908).
Canada Year Book (The), (Annual).
Criminal Statistics (Annual).
Directory of the Chemical Industries in Canada (1919).
Monthly Bulletin of Agricultural Statistics.
Monthly Coal Statistics.
Monthly Cold Storage Statistics.
Monthly Report of the Trade of Canada.
Report of the Fifth Census of Canada:
- Vol. I. 1912, Areas and Population by Provinces, Districts and Sub-districts, with introductions, etc. (Out of print.)
- Vol. II, 1913, Religions, Origins, Birthplace, Citizenship etc.
- Vol. III, 1913, Manufactures, 1911.
- Vol. V, 1915, Forest, Fishery, Fur, etc.
- Vol. IV, 1914, Agriculture, 1911 (Out of print.)

Report on the Census of Industry, 1917:
- Part I. Agricultural Statistics.
- Part II. Dairy Factories.
- Part III. Fisheries.
- Part IV. Section I, Lumber, Lath, Shingles, etc.
- Part IV, Section II, Pulp and Paper.
- Other parts in preparation.

Report of Census of Prairie Provinces (Population and Agriculture), 1916.
Report of Conference on Vital Statistics, June, 1918.
Report of Postal Census of Manufactures, 1916.
Special Report on Foreign Born Population.

Commercial Intelligence Journal

VOL. ~~XXV.~~ DECEMBER 6, 1920 No. 879

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA

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The Port of Salonika (see page 1663).

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce.)

OTTAWA
THOMAS MULVEY
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1920

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa. **Monday, December 6, 1920.** **No. 879.**

GENERAL APPLE MARKET CONDITIONS IN GREAT BRITAIN.

J. Forsyth Smith, Canadian Fruit Trade Commissioner.

Liverpool, November 17, 1920.—The removal of apple price control at the opening of the season, together with the extreme shortage of English apple supplies, has had a most unfortunate effect upon the stability of the market. Phenomenal prices were realized for the first small shipments, Virginia York Imperials reaching 100s., Ontario Wealthy 95s., McIntosh 90s., Gravensteins 86s., and Alexanders and Duchess 80s., Nova Scotia Gravensteins 85s., and Dudley 80s., while Cox's Orange reached the phenomenal value of 140s. The immediate effect of such prices, combined with the announcement that control would be re-imposed on the 15th November, was to attract much larger quantities of trans-Atlantic apples than would normally have come forward so early in the season, while continental apples, from hitherto unknown sources such as Spain and the Tyrol, added their quota to a supply much greater than would permit of the payment of satisfactory prices. The result was a very decided slump in values about the middle of October, when continental apples were selling wholesale from 1¾d. to 3d. per pound, and Canadian apples of No. 1 grade, as low as 26s. to 30s. The coincidence of the miners' strike and its resulting unsettlement with this oversupply, and especially the threat of a railway strike, had a further unfortunate effect upon the market. Towards the end of the month values increased, and there is a promise of more satisfactory conditions during November.

It will help in the realization of the situation if it is noted that during September and October, 1920, the British Government statistics show an importation of 1,318,041 long cwts. of apples, as compared with 274,146 cwts. in 1919, and 318,165 cwts. in 1916. Of this quantity 372,986 cwts. are placed to the credit of Canada.

Some of the early fruit and many of the Nova Scotia Gravensteins arrived in poor condition, and a certain amount of scab was present in many of the Ontario Greenings.

A feature of the situation has been the increased quantities of Ontario apples, which are in high favour with the trade, and the large increase in eastern boxed apples, both from Nova Scotia and from Ontario. Virginia has been sending forward large supplies of the popular York Imperial, and New York has also been much more prominent on the market than in recent years at this early season.

SPECIAL COMMENT.

The customary special comment on arrivals by each particular steamer is unfortunately but necessarily omitted from this report, owing to the absence of the Fruit Trade Commissioner from duty for four weeks through illness.

BARREL APPLE PRICES.

The following table shows the range of prices of each grade (1, 2, Domestic and 3) of some of the principal varieties of Ontario, Nova Scotia and American barrel apples, sold during September and October, in the four principal markets of the United Kingdom. The range is particularly wide, not only because it covers two months, but

because of the remarkably high prices paid for early shipments and the resulting slump in October. The presence of certain varieties on a particular market during the period of high or low prices only will account for remarkable difference occasionally noted.

	Glasgow.	Liverpool.	London.	Manchester.
[illegible]—				
Duchess 1	56s. to 80s.	60s. to 79s.	.....	—
2	46s. to 70s.	56s. to 72s.	.....	—
3	44s. to 55s.	45s.	.....	—
Gravenstein 1	86s.	60s. to 70s.	.....	—
2	.....	54s.	.....	—
King 1	41s. to 78s.	42s. to 63s.	.....	—
2	33s. to 58s.	40s. to 56s.	.....	—
Dom.	48s.	.....	.....	—
3	36s.	.....	.....	—
Baxter 1	30s. to 43s.	43s. to 88s.	.....	—
2	32s. to 48s.	80s.	.....	—
Dom.	29s.	.....	.....	—
3	25s.	.....	.....	—
Wagner 1	60s.	.....	.....	—
2	45s.	.....	.....	—
[illegible] Russet 1	.....	65s. to 70s.	.....	—
Ben Davis 1	44s. to 49s.	34s. to 50s.	.....	—
2	39s. to 45s.	29s. to 45s.	.....	—
3	36s.	38s. 6d.	.....	—
Starks 1	42s. to 48s.	45s. to 50s.	.....	—
2	39s. to 43s.	.....	.....	—
Baldwins 1	.....	38s. to 61s.	.....	—
2	.....	42s. to 56s.	.....	—
Pewaukee 1	30s. to 47s.	33s. to 48s.	.....	—
2	28s. to 42s.	30s. to 46s.	.....	—
[illegible] 1	39s. to 70s.	50s. to 74s.	.....	—
2	32s. to 70s.	41s. to 74s.	.....	—
Dom.	33s. to 36s.	.....	.....	—
3	28s. to 38s.	.....	.....	—
Blenheims 1	35s. to 58s.	35s. to 51s.	.....	—
2	30s. to 50s.	30s. to 50s.	.....	—
Dom.	.....	.....	.....	—
3	24s.	.....	.....	—
Fallawater 1	50s. to 56s.	49s. to 54s.	.....	—
2	45s. to 52s.	46s.	.....	—
3	35s.	.....	.....	—
[illegible]nings 1	36s. to 62s.	35s. to 54s.	.....	—
2	30s. to 48s.	30s. to 43s.	.....	—
3	30s. to 36s.	.....	.....	—
Alexander 1	35s. to 76s.	72s. to 86s.	.....	—
2	34s. to 60s.	33s. to 79s.	.....	—
Dom.	64s.	.....	.....	—
3	35s. to 40s.	.....	.....	—
Wealthy 1	34s. to 95s.	40s. to 89s.	.....	—
2	30s. to 95s.	30s. to 89s.	.....	—
3	25s. to 45s.	30s. to 46s.	.....	—
Alexander 1	37s. to 60s.	30s. to 40s.	.....	—
2	35s. to 60s.	27s. to 30s.	.....	—
Dom.	38s.	.....	.....	—
Cranberry 1	41s. to 62s.	46s. to 64s.	.....	—
2	38s. to 52s	40s. to 57s.	.....	—
Dom.	.....	51s.	.....	—
3	33s.	39s. to 46s.	.....	—
[illegible] 1	37s. to 90s.	49s. to 82s.	.....	—
2	37s. to 80s.	50s. to 70s.	.....	—
3	40s. to 58s.	.....	.....	—
[illegible]—				
Duchess 1	.....	48s. to 71s.	.....	—
2	.....	48s. to 63s.	.....	—
Wealthy 1	32s. to 54s.	32s. to 47s.	.....	—
2	34s. to 52s.	25s. to 39s.	.....	—
Dom.	27s.	.....	.....	—
3	23s.	26s. 6d.	.....	—

BARREL APPLE PRICES.—*Concluded.*

	Glasgow.	Liverpool.	London.	Manchester.
Nova Scotia—Con.				
Gravensteins 1	30s. to 80s.	30s. to 82s.	35s. to 85s.	25s. to 52s.
2	27s. to 73s.	27s. to 72s.	35s. to 80s.	23s. to 43s.
Dom.	22s. to 72s.	22s. to 48s.	30s. to 35s.	20s. to 40s.
3	21s. to 70s.	21s. to 52s.	25s. to 55s.	—
Wolf River 1	26s. to 35s.	40s. to 50s.	40s. to 75s.	50s.
2	26s. to 30s.	33s. 6d.	40s. to 75s.	44s.
Dom.	21s. to 26s.	.....	25s. to 30s.	—
3	22s. to 31s.	.....	.....	—
Blenheims 1	32s. to 40s.	26s. to 67s.	40s. to 70s.	23s. to 42s.
2	29s. to 32s.	23s. to 57s.	40s. to 65s.	20s. to 39s.
Dom.	22s. to 25s.	20s. to 35s.	35s. to 50s.	18s. to 34s.
3	24s. to 28s.	20s. to 35s.	.....	15s. to 30s.
Ribstons 1	37s. to 37s.	24s. to 40s.	45s. to 75s.	30s. to 37s.
2	32s.	23s. to 37s.	45s. to 65s.	34s. 6d.
Dom.	.....	26s. 6d.	30s. to 71s.	29s. to 30s.
3	.....	22s. to 32s.	30s. to 55s.	20s. to 27s.
Kings 1	54s. to 68s.	32s. to 56s.	40s. to 70s.	—
2	52s.	24s. 6. to 51s.	40s. to 70s.	—
Dom.	42s.	24s. to 44s.	.....	—
3	36s. to 37s.	20s. to 27s.	.....	—
Starks 1	.....	34s. to 45s.	.....	40s.
2	.....	42s.	.....	—
Cox's Orange 1	.....	.....	50s. to 140s.	—
American—				
York Imperials	32s. to 100s.	36s. to 100s.	.....	69s. to 76s.
Winesaps	42s. to 60s.	.....	.....	—
Albemarles	30s. to 68s.	61s. to 70s.	.....	—
Ben Davis	34s. to 47s.	.....	.....	—
Baldwins	26s. to 94s.	40s. to 83s.	.....	—
Wealthy	26s. to 94s.	40s. to 85s.	.....	48s. to 80s.
Greenings	28s. to 56s.	43s. to 76s.	.....	—
Duchess	.....	41s. to 67s.	.....	—
Kings	.....	53s. to 61s.	.....	—
McIntosh	.....	74s.	.....	—

BOXED APPLES.

California Gravensteins arriving early sold at 30s. to 36s. 6d., Nova Scotia Duchess during the same period brought 28s. to 30s., but later arrivals made the low figures of 14s. to 15s., for Blenheims, 12s. to 16s., for Ribstons, 13s. 6d. for Gravensteins, 14s., for No. 1, and 12s. 9d. to 13s., for No. 2 Wealthy. Nova Scotia Cox's Orange in boxes, sold in London at 42s. 6d., when barrels of the same variety were bringing 60s. to 140s., and half barrels 15s. to 50s. Comparatively low prices have also been secured for many Ontario apples in boxes, as follows:—

Wealthy No. 1 10s. 9d. to 24s., with No. 2 9s. to 21s., Domestics 17s. 6d.: Gravensteins No. 1 16s. 3d.; Blenheims No. 1 14s. 3d. to 15s., No. 2 12s. to 13s., Greenings No. 1 14s. to 16s. 6d., No. 2 11s. 6d. to 15s., No. 3 13s.; Wolf River No. 1 14s. 9d. to 17s.; Kings No. 1 14s. 6d. to 22s. 6d., No. 2 18s. to 21s. 6d., Domestic 17s., No. 3 21s. 6d.; Colvert No. 1 12s. to 18s. 6d., No. 2 10s. to 12s.; Grimes Golden No. 1, 12s. 9d.; Snow No. 1 18s. 6d. to 23s. 6d., No. 2 15s. 6d. to 19s. 6d., Domestics 17s., 3's 17s.; McIntosh No. 1 18s., No. 2 17s.; Cranberry No. 1 15s. 6d., No. 2 18s. 6d., Domestics 15s. to 17s.

A shipment of British Columbia Wealthy reached Liverpool during the lowest period of the slump, making 17s. to 18s. 6d. for No. 1, and 14s. to 16s. for No. 2. British Columbia apples have sold in Glasgow as follows: Wealthy No. 1 19s. to 24s., No. 2 14s. 6d. to 22s.; Cox's Orange No. 1 25s. to 26s. No. 2 22s.; McIntosh Red No. 1 21s. to 21s. 6d., No. 2 17s. 6d. The first American Jonathans sold in Glasgow from 20s. to 26s. A few California Newtowns brought 21s. in Liverpool.

APPLE IMPORTS INTO THE UNITED KINGDOM.

The following are the official figures of apple imports into the United Kingdom during September and October, 1916, 1919 and 1920, expressed in long hundredweights:—

	1916.	1919.	1920.
Week ending September 4—			
Total imported	2,525	4,342	21,420
From Canada	Nil	109	Nil
Week ending September 11—			
Total imported	5,184	10,029	28,653
From Canada	130	Nil	Nil
Week ending September 18—			
Total imported	12,411	22,117	43,891
From Canada	Nil	141	719
Week ending September 25—			
Total imported	12,542	15,635	120,481
From Canada	Nil	1,575	19,784
Week ending October 2—			
Total imported	28,737	53,553	143,886
From Canada	7,894	34,027	6,429
Week ending October 9—			
Total imported	42,477	21,608	251,291
From Canada	7,011	3,389	101,116
Week ending October 16—			
Total imported	44,317	44,491	221,084
From Canada	3,740	21,454	71,196
Week ending October 23—			
Total imported	99,646	48,719	312,549
From Canada	43,202	17,494	94,897
Week ending October 30—			
Total imported	70,326	48,652	174,785
From Canada	7,645	12,713	78,845
During September and October—			
Total imported	318,165	274,146	1,318,041
From Canada	69,622	90,902	372,986

RE-IMPOSITION OF CONTROL.

Efforts have been made to secure the continuance of a free market for imported apples, as fully justified by prevailing conditions, in the interests both of shippers and of consumers. From the consumers standpoint, it appears clear that the quantities of apples that may be expected to come forward are such as to ensure ample supplies at prices well within the control figures, while the undoubtedly attractive effect of unrestricted conditions has sufficiently proved itself in the experience of the past two months. From the standpoint of the shipper, a free market would undoubtedly tend to induce shipments of the best boxed and barrelled apples, some of which would secure values in excess of control. However, the Ministry of Food have decided to hold to their announced policy, and renewed control comes into effect on November 15, with a revised price-list to make provision for slack and wasty parcels. The new schedule is as follows:—

"*Home-grown apples, first owner's price. Maximum price at the rate of 63s. per cwt. Imported apples, first owner's prices:—*

	Max. price for classification. Light or Sound.	Slack.	Wasty.
When sold in packages—	s. d.	s. d.	s. d.
Canadian and United States apples in barrels of not less than 120 lb.	68 0	64 0	53 0
Canadian, United States and Australian apples, in cases of not less than 37 lb.	21 6	20 3	17 0
Canadian and United States apples sold in cases of not less than 40 lb.	23 6	22 2	18 6

Any variety of imported apples sold otherwise than in the packages mentioned above, maximum price per cwt. 60s. Retail price, maximum price at the rate of 10d. per pound."

The order also contains the following provisions:—

"No apples imported in the standard cases or barrels specified in the schedule may be sold in the first instance on arrival in the United Kingdom unless they are classified as tight, slack, or wasty, if the apples are in barrels, and as sound, slack or wasty if the apples are in cases.

"Varying maximum first owners' prices have been fixed for apples according to their classification. These prices will remain in force until March 31, 1921, and may then be reviewed. After December 13, 1920, the first sale of imported apples must be by or through the agency of a broker who is registered by the Ministry of Food. The proposals that brokers should be registered and that apples should be classified were put forward by the Fair Trading Council, and have been accepted by the Food Controller, who is satisfied that they are in the interests of fair trade, and that they help to protect the consumer.

"The Food Controller desires to make it clear that importers who wish to sell their own apples will be entitled to be registered as brokers on application being made to the Ministry of Food, provided that they have the necessary facilities for properly classifying the packages."

SOUTHAMPTON AUCTION.

Sales have been proceeding at the newly opened Southampton auction, and this centre promises to develop into one of considerable importance. Unfortunately, there is no direct cargo service between Canada and this port. The Canadian Pacific Ocean Services make Southampton a port of call for the landing of passengers from their Antwerp boats, but so far have shown no disposition to arrange for the landing of cargo. Ontario shippers should consider the advisability of endeavouring to secure some concession in this regard. Nova Scotia shippers should also consider the taking of steps to secure transportation to this point.

BRISTOL AND CARDIFF SHIPMENTS.

Considerable development is in prospect in the use of Bristol and Cardiff as apple distributing points, and shippers should take full advantage of the facilities offered for shipment to these ports, as they serve a very important territory, and should attract a number of important buyers.

CONTINENTAL PROSPECTS.

It is hoped that Canadian exporters have taken steps to get into touch with the many Scandinavian importers who have expressed an interest in developing business with Canada. Unfortunately, Norway, one of the most promising markets, has placed an embargo on imported apples, but Denmark and Sweden are doing an important business with the United States and should not be neglected by our shippers. The embargo on apple importation into France has been removed, and, while exchange conditions will make business difficult, interested inquiries from French importers have been received.

BOX APPLE WEIGHTS.

With the re-imposition of control, and the prospect of many boxed apples selling at the maximum, shippers are reminded of the importance of seeing that their boxes contain the minimum net weight of 40 pounds, as otherwise they will be precluded from securing the top price of 23s. 6d.

It is worth some care to secure an extra 50 cents per box, while it is important to note that a percentage of light weights may condemn a whole shipment to listing in the 37 pound net weight category at a mixiumum price of 21s. 6d. It is impossible to weigh every box, and fear of prosecution often forces the importers to accept the lower minimum for safety if slackness in a shipment offers any apparent justification.

It is strongly recommended, in this connection, to hold back all large sizes, especially the lighter varieties. Large sizes will seldom make the 40-pound net requirement, and, in any case, always make lower values.

TRADE OF THE UNITED KINGDOM BY COUNTRIES FOR THE FIRST NINE MONTHS OF 1920.

TRADE COMMISSIONER HARRISON WATSON.

London, November 18, 1920.—The statistics of overseas trade by valuation for the nine months ended 30th September which are now available, do not indicate any drastic changes in the relations of the United Kingdom with most of the principal countries of the world from the first six months of the year.

HEAVY INCREASE IN IMPORTS FROM GERMANY.

At the same time, however, the revival of imports from Germany which commenced early in the year is gathering in momentum, and it is to be judged from a knowledge of the present position in the United Kingdom, that this increase is not confined to the published returns of imports accredited to Germany, but is also reflected in the considerable increases from adjoining countries, such as Switzerland, Sweden, Holland and Denmark.

Attention has been called in several recent reports to the disquietude which this growing invasion of the United Kingdom market by German manufactured goods is causing in British industrial circles, and the active representations which are being made to the Government as to the necessity of proceeding immediately with the promised legislation to protect "key" and certain recently established industries.

In the meantime, customs returns indicate that dyes, magnetos, glassware, toys, iron and steel products, etc., are coming in in large quantities from Germany.

While the ability of Germany to sell certain manufactured goods in this country is partly due to the depreciated exchange value of the mark, an important complimentary factor has been the coal strike and general labour unrest which has prevailed in the United Kingdom for some time past, which has not only created a general feeling of uncertainty but prohibited British manufacturers from making firm offers and definite deliveries.

Under these circumstances, buyers have had to look to overseas for urgently needed supplies, and with deliveries from the United States and Canada also uncertain, and both of these countries moreover at a disadvantage as regards exchange, Germany has apparently been able to take advantage of the position to again secure a footing in this country.

An unfortunate feature from a Canadian point of view is that German competition directly assails Canadian export trade which has recently been inaugurated in this country in a number of lines, including iron and steel products, enamelled ware, wire nails, glass bottles, paper, etc., patent and other leathers, pianos, hosiery, automobiles, etc.

STATISTICS OF THE NINE MONTHS' TRADE.

Although the figures of the nine months' overseas trade of the United Kingdom have previously been reported, it is desirable to reproduce them in detail as a preliminary to the table of trade between the United Kingdom and leading countries which follows, and while values are so greatly affected by price fluctuations that the comparison is useless for purposes of volume, similar figures are given for the first nine months of 1913 and 1919, because they show the alterations which have taken place in the directions of trade.

As regards Canada, it is satisfactory to learn that there has been a marked increase in imports from the Dominion during the past three months, the total for the nine

months being practically double of that for the first six. The increase in exports to Canada is also maintained, the values totalling curiously just about one-third more than for the first half-year.

The outstanding feature of the whole position is, however, the continuation of vast imports from the United States, which is, of course, mainly responsible for the present exchange position.

TOTAL TRADE OF THE UNITED KINGDOM.

	Nine months ended Sept., 1913.	Nine months ended Sept., 1919.	Nine months ended Sept., 1920.
Imports	£ 557,766,699	£1,166,459,071	£1,501,190,564
Exports (British)	390,761,901	541,346,048	1,007,278,036
Re-exports	82,364,140	98,251,012	180,458,482
	£1,030,892,740	£1,806,056,131	£2,688,927,082

TABLE SHOWING TRADE OF THE UNITED KINGDOM—I.E. IMPORTS, EXPORTS, THE PRODUCE OF THE UNITED KINGDOM) AND RE-EXPORTS (THE PRODUCE OF FOREIGN COUNTRIES, AND OTHER PORTIONS OF THE BRITISH EMPIRE)—WITH THE COUNTRIES INDICATED FOR THE NINE MONTHS ENDED SEPTEMBER 30, OF THE YEARS NAMED.

	1913.	1919.	1920.
Canada—			
Imports	£21,878,564	£ 84,565,106	£ 66,457,100
Re-exports	2,699,397	1,024,233	5,141,616
Exports	18,109,903	9,854,079	33,791,789
Total	£42,687,864	£ 95,443,418	£105,390,505
Australia—			
Imports	£27,239,284	£ 85,505,725	£ 91,459,185
Exports	25,730,410	19,318,177	43,423,126
Re-exports	2,590,625	879,455	4,601,028
Total	£55,560,319	£105,703,357	£139,483,339
New Zealand—			
Imports	£ 18,927,654	£ 38,827,807	£ 36,444,588
Exports	8,155,377	6,999,653	18,078,023
Re-exports	706,761	194,899	994,981
Total	£27,789,792	£ 46,022,359	£ 55,517,592
Union of South Africa—			
Imports	£ 8,888,850	£ 17,997,390	£ 15,086,029
Exports	16,505,422	13,804,833	35,676,375
Re-exports	1,424,718	392,076	2,070,594
Total	£26,818,990	£ 32,194,299	£ 52,832,998
British West Indies—			
Imports	£ 1,766,172	£ 8,931,833	£ 13,703,796
Exports	1,556,219	1,239,346	3,998,728
Re-exports	279,416	97,069	400,547
Total	£ 3,601,807	£ 10,268,248	£ 18,103,071
British India—			
Imports	£33,608,917	£ 71,764,867	£ 78,319,830
Exports	52,308,132	44,243,087	133,872,947
Re-exports	1,052,022	621,254	1,984,494
Total	£86,968,171	£116,629,208	£214,177,266
Egypt—			
Imports		£ 37,184,828	£ 57,998,943
Exports		11,503,179	23,282,085
Re-exports		227,159	1,071,849
Total		£ 48,915,166	£ 82,352,877

TABLE SHOWING TRADE OF UNITED KINGDOM, ETC.—*Continued.*

	1913.	1919.	1920.
France—			
Imports	£35,276,744	£ 33,491,523	£ 60,320,068
Exports	21,702,747	111,067,132	108,072,761
Re-exports	8,423,578	23,400,852	34,037,075
Total	£65,403,069	£167,959,507	£202,429,904
Russia—			
Imports	£28,591,676	£ 9,250,104	£26,552,741
Exports	12,941,701	7,949,530	7,786,036
Re-exports	7,231,444	2,487,521	3,782,440
Total	£48,764,821	£19,687,155	£38,121,217
Belgium—			
Imports	£17,248,542	£ 3,038,764	£35,112,298
Exports	10,000,723	33,800,057	40,081,622
Re-exports	5,182,457	9,909,765	15,691,919
Total	£32,431,722	£46,748,586	£90,885,839
Italy—			
Imports	£ 6,045,274	£10,622,828	£14,505,259
Exports	11,126,549	18,482,581	31,065,117
Re-exports	683,442	3,577,585	4,695,576
Total	£17,855,265	£32,692,994	£50,265,952
Germany—			
Imports	£ 58,646,204	£ 118,859	£20,647,207
Exports	29,609,542	9,105,168	15,302,594
Re-exports	15,358,626	4,134,855	20,173,648
Total	£103,614,372	£13,358,882	£56,123,449
Sweden—			
Imports	£10,103,080	£24,128,181	£42,490,163
Exports	6,122,880	16,070,098	32,908,496
Re-exports	793,482	3,646,184	3,950,918
Total	£17,019,442	£43,844,463	£79,349,577
Norway—			
Imports	£5,708,709	£12,721,641	£19,118,010
Exports	4,764,597	20,074,592	25,624,037
Re-exports	387,874	1,448,973	1,527,927
Total	£10,861,180	£34,245,206	£46,269,974
Holland—			
Imports	£17,340,908	£12,564,649	£29,461,720
Exports	11,393,311	21,880,239	36,253,164
Re-exports	3,922,859	17,374,386	10,339,051
Total	£32,657,078	£51,819,274	£76,053,935
Denmark—			
Imports	£17,332,852	£ 4,908,705	£22,154,990
Exports	4,305,223	24,487,551	24,799,265
Re-exports	456,590	4,907,045	3,302,834
Total	£22,094,665	£34,303,301	£50,257,089
Switzerland—			
Imports	£ 8,457,997	£ 8,640,827	£29,841,738
Exports	3,163,090	10,558,417	9,728,653
Re-exports	672,726	909,254	2,372,686
Total	£12,293,813	£20,108,498	£41,943,077

TABLE SHOWING TRADE OF UNITED KINGDOM, ETC.— *Concluded.*

	1913.	1919.	1920.
Greece—			
Imports	£1,043,060	£ 6,779,176	£ 3,678,005
Exports	1,678,414	3,812,161	10,285,174
Re-exports	40,102	271,810	398,634
Total	£3,761,576	£10,863,147	£14,361,813
Spain—			
Imports	£10,316,552	£25,296,296	£28,036,044
Exports	6,108,194	7,787,117	13,272,255
Re-exports	581,574	1,310,286	2,659,974
Total	£17,006,320	£34,393,699	£43,968,273
Portugal—			
Imports	£2,241,835	£ 9,644,093	£ 5,869,040
Exports	2,549,346	4,509,060	8,528,543
Re-exports	551,757	680,196	1,194,325
Total	£5,342,938	£14,833,349	£15,591,908
Austria-Hungary—			
Imports	£5,631,565	£ 65,348	£2,006,515
Exports	3,378,358	721,656	2,609,182
Re-exports	943,151	238,433	1,431,752
Total	£9,953,074	£1,025,437	£6,047,449
United States—			
Imports	£ 93,820,171	£408,210,254	£434,174,379
Exports	20,603,608	20,685,746	61,998,166
Re-exports	23,138,872	15,381,815	48,472,232
Total	£137,562,651	£444,277,815	£544,644,777
Argentina—			
Imports	£34,175,303	£57,622,690	£104,335,429
Exports	16,899,329	15,154,183	30,871,309
Re-exports	558,276	184,670	672,109
Total	£51,632,908	£72,961,543	£135,878,847
Brazil—			
Imports	£ 7,790,400	£ 8,701,866	£10,767,217
Exports	9,705,318	7,228,860	16,607,510
Re-exports	388,773	217,368	463,436
Total	£17,884,491	£16,148,094	£27,838,163
China—			
Imports	£ 3,519,410	£14,496,987	£20,127,155
Exports	11,250,238	13,021,899	31,810,443
Re-exports	134,342	83,199	304,659
Total	£14,903,990	£27,602,085	£52,242,257
Japan—			
Imports	£ 3,235,602	£18,116,450	£19,700,701
Exports	11,909,030	8,131,561	21,253,612
Re-exports	229,627	1,146,932	1,490,546
Total	£15,374,259	£27,394,942	£42,444,859

NEW MOTOR TRUCK FACTORY FOR CANADA.

The Service Motor Truck Company of Wabash, Indiana, has notified the Commercial Intelligence Branch of the Department of Trade and Commerce that it has purchased fifty acres of ground in London, Ont., and expects to build workships for manufacture of motor trucks in the spring.

AMALGAMATION OF DUNDEE JUTE INDUSTRIES.

Trade Commissioner Harrison Watson.

London, November 12, 1920.—A typical illustration of the consolidation of industrial interests which is taking place in the United Kingdom is afforded by the amalgamation of six of the best-known Dundee businesses engaged in the spinning of jute and manufacture of jute cloths, under the designation of Jute Industries, Limited, particulars of which are now announced.

The enterprises included in this new undertaking are:—

Thomas Bell & Sons of Dundee, Limited.
Cox Brothers, Limited.
Gilroy, Sons & Company, Limited.
J. & A. D. Grimond, Limited.
John N. Kyd & Company, Limited.
Harry Walker & Sons, Limited.

The prospectus states that these associated companies are chiefly engaged in the manufacture of the cloth used by British, American, and European linoleum and floorcloth manufacturers; and together, it is claimed, they will control a preponderating proportion of the wide goods trade. Twines, ropes and cords of all descriptions form another extensive department, as well as every kind of jute and hemp sacking, bagging, and tarpauling, which is supplied in cloth or manufactured into innumerable types of bags required for the mineral, agricultural, and other industries.

The capitalization of Jute Industries, Limited, is fixed at £7,000,000, and as an illustration of the greatly increased return which is now being promised to shareholders, it is significant to note that the cumulative participating preference shares which are now being offered at par, bear interest at the rate of 9 per cent. This is about double what undertakings of similar position were paying before the war .

COMMERCIAL TRAVELLERS IN SPAIN.

(British Board of Trade Journal.)

A despatch has been received from H.M. Commercial Secretary at San Sebastian calling attention to the existing regulations governing commercial travellers and their samples in Spain.

All commercial travellers visiting Spain must be provided with a certificate of identity issued by British Chambers of Commerce in this country and bearing the seal of the Board of Trade.

In addition to the certificate of identity, travellers must also have a certificate of origin, viséd by a Spanish Consul, on which should be detailed the number and full particulars of the samples.

H.M. Commercial Secretary points out that it would be advisable for intending travellers to get into touch with reliable Customs Agents at Irun and Hendaye in order to avoid unnecessary trouble in the handling of the goods.

It should also be noted that travellers have to pay customs duties on all samples of value brought into the country; duty is refunded on the re-export of the samples. Samples of no commercial value may be imported free of duty.

LINES IN WHICH GERMANY IS SEEKING TO RE-ESTABLISH HER TRADE IN SOUTH AFRICA.

Assistant Trade Commissioner P. W. Ward.

FENCING WIRE.

Cape Town, October 15, 1920.—Both Germany and Belgium are now very active in their efforts for the South African trade in iron and steel, including bar iron, iron wire and tools.

Germany is quoting 32s. 3d. c.i.f. Cape Town on plain fencing wire, size 8, for September, October and November shipments. This is very much cheaper than Canadian quotations, figured on a $3.79 exchange for settlement in New York, and at the present rate of exchange the margin is still larger. The German quotation referred to is about 20 per cent below offers made early in August from the same source. All German quotations are in sterling, and many firms throughout the Union have been compelled to place business with the country named because of the obvious advantages in price and guaranteed delivery.

In barbed wire, 12 gauge, 100 pounds per gross, barbs 6 inches apart, the present offers from Germany are 35s. 3d. c.i.f. Cape Town. Baling wire is also offering freely.

TOOLS.

In such tools as pincers, pipe wrenches, punches and other items similar to those of which German samples are shown at the Department of Trade and Commerce Exhibits and Publicity Bureau in Ottawa, shipments are coming in fairly free from Germany. Occasion has been taken to see several invoices of shipments on open indents, the items on which were taken from the old 1913-14 catalogues. One particular feature in connection with these open indents for tools drives home Germany's practical methods in overseas trade development. The several buyers interviewed point out that although open orders were placed it was only the articles which German manufacturers knew would be competitive that were shipped; in other words, no advantage was taken of the open order. Another significant feature in connection with this business is that, although ocean shipping conditions from Germany must be exceedingly difficult, every order they have accepted, by cable or otherwise, has been shipped exactly according to instructions. The present prices of the German tools referred to are an increase over their 1914 prices of from 175 to 225 per cent.

ENAMELLED WARE.

German enamelled ware is again coming in on the market freely, and the prices are in most cases well below quotations from other countries. Here, again, several of the importers have pointed out that their instructions as to the make-up of the goods, such as the style of saucepan handles, covers, etc., are being definitely followed.

PIANOS.

German pianos are once again on the market in good numbers, but up to the present show no special value as regards price. Recently at the docks one shipment of 50 pianos was in evidence. It will take some time before exact data as to cost and future possibilities of this and other lines can be secured.

The few points here mentioned are submitted with the hope that Canadian manufacturers will realize that every possible effort must be made to meet the competition indicated or the advantage which has been secured, and to-day exists, will not be held.

SOUTH AFRICA'S IMPORTS.

Trade Commissioner W. J. Egan.

XXII.

Preserved Fish.

In the past the total figures of trade for Canada under the heading of preserved fish were almost all for salmon. During the last few months, owing to direct representation, a considerable trade has developed in other fish. Several brands from the Dominion are now on the market here and have established such a good reputation that, although the market for some time recently and also at the present moment is flooded with canned fish, repeat orders are constantly going forward. The possibilities of this market for Canadian canned fish are almost unlimited. Under normal conditions the average annual import is over 7½ million pounds, and if the canning trade will make an effort to supply parcels suitable for native consumption, where a rightly-priced article would rapidly extend the market, the present total import quantities can readily be trebled.

During the past few months outside quotations on British Columbia salmon have been, as a rule, at a lower price than offers from British Columbia itself. This is due to the unloading, both by Liverpool and London, of immense reserve stocks. The effort being made by British Columbia canners to obtain direct connection with the South African trade is to be commended very highly, and while it is unfortunate that the effort has not yet materialized in a big way, there are indications that it will later become effective, this office having been advised by several importers that they greatly appreciate the offers made by representatives of British Columbia houses.

The importation of dried and cured fish during 1919 returned to something like its prewar proportions, the three previous years having been very lean in shipments of this commodity. The United Kingdom enjoys the larger proportion of the trade, shipping in 1919 over 1½ million pounds, followed by Holland with over half a million pounds. India, Norway and China ship in smaller rates; much of which is for the Indian population. The United States and Japan have sent sundry shipments, but have not succeeded in retaining any regular business.

Nearly 3½ million pounds of preserved fish were imported into the Union during 1919, as against a total of over 8 million in 1913. The Canadian total of 903,482 pounds in 1913 dropped to 4,552 pounds last year. On the other hand, the United States, which supplied 1,237,478 pounds in 1913, increased its total to 1,591,680 pounds in 1919. The United Kingdom, while retaining its position in regard to the value of the goods shipped, only supplied 885,322 pounds during 1919 as against 2,314,404 pounds in 1913. Norway, which has always been one of the chief factors in this trade and will probably again enter the market in larger proportions, shipped 2,214,684 pounds in 1913, and in 1919, 414,860 pounds. Portugal, with the benefit of a shorter haul, supplied in 1913, 990,589 pounds, and in 1919, 309,430 pounds. France was able to retain a small hold upon the market even during the war, and last year shipped 15,450 pounds as against 113,148 pounds in 1913. Germany and Belgium, which previously held a small portion of the market here, have not shipped since 1914. Spain, on the other hand, coming into the trade in 1914, with 8,202 pounds, has increased its shipments to 56,559 pounds in 1919. Denmark is credited with two shipments to this market, in 1916 and 1917, and Japan, a comparative newcomer, last year supplied 68,879 pounds.

Interested Canadian shippers will be able to realize the price per pound of the fish shipped by the various countries named in comparison with the values given in the following tables with the quantities mentioned in the above paragraphs.

Fish—Dried or Cured.

	1913.	1919.	Decrease or Increase.	
Total for the Union	$270,000	$381,450	+	$111,450
Canada	200	85	−	115
United States	.....	.....		—
United Kingdom	221,000	270,000	+	49,000
Holland	32,500	98,000	+	65,500
India	12,200	14,050	+	1,850
France	55	.....	−	55
Norway	.....	4,660	+	4,660
China	.....	740	+	740

Fish—Preserved.

	1913.	1919.	Decrease or Increase.	
Total for the Union	$1,110,000	$1,052,100	−	$57,900
Canada	184,000	2,040	−	181,960
United States	130,000	384,360	−	254,360
United Kingdom	232,000	231,550	−	450
Norway	332,000	212,275	−	119,725
Portugal	122,000	134,800	+	12,800
France	35,000	14,375	−	20,625
Germany	8,500	.....	−	8,500
Belgium	8,200	.....	−	8,200
Spain	.....	22,150	+	22,150
Denmark	.....	15	+	15
Japan	.....	29,750	+	29,750

AUSTRALIAN ARTIFICIAL SUBSTITUTE FOR VENEERS, ETC.

C. Hartlett, *Office of the Trade Commissioner.*

Melbourne, October 11, 1920.—A recent Australian invention of an artificial composition similar to veneer should be of interest to Canadian manufacturers in proximity to large supplies of waste material of vegetable origin such as sawdust, etc.

As patent applications are pending in Australia, Canada and other countries, the inventor is at present reticent in furnishing further details other than that the substance is worked up entirely from waste fibrous products and other vegetable matter and that sawdust can be utilized in considerable quantities in the manufacture of the cheaper grades of the composition. It is further stated that in Australia the raw material for the better qualities of the composition, producing three-sixteenths of an inch in thickness, can be purchased at 7d. (14 cents) per square yard, and that the process of manufacture is inexpensive.

The substance—named "Keltona"—can be used for a variety of purposes such as chair backs and seats, furniture generally, veneers, wall and other panelling, etc., and can be produced to represent excellent marble effects. It is capable of being bent freely for a variety of commercial purposes, worked with tools, sawn, bored, planed, sandpapered, etc., and will take nails with ease.

At the present time a beginning has been made in manufacturing the composition in Melbourne, several thousands of pounds having been made available to the inventor to develop his proposition on a commercial scale. Two samples of the composition, which can be produced in a variety of colours, are being forwarded to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, where they may be inspected by those interested. (Refer to File No. T.C.-1-112).

The inventor is desirous of receiving offers for the sale of the whole or part of his Canadian patent rights, failing which he may consider working on a royalty basis. It is considered that by the time inquiries can be received from readers of these paragraphs, the inventor will be in a better position to furnish further details and the terms upon which he will dispose of his Canadian patent rights.

All letters referring to the invention, addressed to this office, will be handed to the inventor of "Keltone" for direct reply.

COMMERCIAL NOTES FROM NEW SOUTH WALES.

COMMERCIAL AGENT, B. MILLIN.

Trade Conditions in New South Wales.

Sydney, October 15, 1920.—The wholesale merchandise markets are in a very unsettled state, and buyers in all sections are operating with the utmost caution, being content to cover for immediate requirements. The opinion of many that prices of a great many commodities have reached their highest point is in no small measure responsible for the lack of demand, and another disturbing factor is the stringency of the financial position. Threatened drastic legislation by the State Government, as foreshadowed in the Anti-Profiteering Bill, now being discussed in Parliament, is also having a very disturbing influence on market conditions.

Wool Auctions in Sydney.

After a lapse of four years wool auctions were again resumed in Sydney last week. Selling brokers approached the markets in a very careful manner, and the buying section did likewise. Good wools brought good prices, but inferior classes were neglected. The dominant feeling, however, is that, considering the stocks of wool in hand in various centres, sales have gone off better than might be generally expected.

Demand for Small Tools, Machine Tools, Grinding Wheels, Vises, etc.

Provided that the quality is satisfactory, and the prices and terms competitive, a good business could be worked up in Australia in such lines as twist drills, reamers and milling cutters, grinding wheels, drop forged spanners, taps, dies, and screwing tackle, files, vises, forges, drills, metal thread screws, and power transmission appliances; also electric house supply meters.

Twist drills, etc.—Australian requirements in this direction are confined to carbon tools. There is also a big demand for high-speed tools. It is usually found that American prices are in excess of British prices. In carbon tools such as twist drills, reamers and milling cutters, United States manufacturers do the largest business, although some Canadian houses get a proportion of the trade.

Grinding wheels.—Business in this line is almost exclusively confined to United States makers. A large and growing business is being done and there is an excellent opportunity to participate.

Drop forged spanners.—Here again United States houses are strong competitors. There is an exceptionally good opening for this line, but it is very important that the right article is supplied.

Files.—Although for many years traders looked to North American supplies in this line, local merchants have recently turned to British suppliers, but there is no reason why Canadian manufacturers should not obtain a share of the business.

Taps, dies, and screwing tackle.—At present the largest lines come from the United States and have a firm hold of the market. Canadian manufacturers, who will supply good tools, which are interchangeable and of good quality at competitive prices, are, however, assured of good business.

Vises, forges, and blacksmiths' drills.—There is a ready sale for these lines and Canadian manufacturers should give attention to Australian markets.

Metal thread screws, bolts, etc.—These are largely used by stovemakers and motor car body builders, as well as in general engineering. Standard Whitworth threads are used.

Power transmission appliances.—Large numbers of pressed steel pulleys, hangers, compression couplings, etc., are imported, but wood pulleys are made in Australia.

Electric house supply meters.—Great difficulty has been experienced in obtaining meters for some time past and a large demand for this line is assured.

To obtain business in any of the before-mentioned lines it is necessary to appoint a representative. English and United States houses are well represented, and it is almost useless for Canadian manufacturers to try and obtain business otherwise.

Attention is drawn to Trade Enquiry No. 2524, in this issue of the *Weekly Bulletin*.

Wool Grease Extraction.

A plant for the extraction of grease from the effluents of wood-scouring plants has been established at Botany, near Sydney. In the method of treatment the effluent from the scouring bowls, after treatment in a special machine, passes through high-speed centrifugal machines, the recovery from which constitutes one class of grease. The effluent from the centrifugals is then dealt with by an acid process, and a further class of grease recovered.

Lanoline in its various stages is made from the grease as recovered from the centrifugal machines, and it is intended to turn the whole of this grease into lanoline if possible, but up to the present the Australian market has not been able to absorb the whole of the output. This raw grease (adepslanae) is therefore being shipped abroad. The grease resulting from the acid process is being used as a base for several local manufactures.

Prospects of Australian Wheat Yield.

It has been officially estimated that if the present good conditions continue, and timely rain falls, the yield of wheat throughout Australia will amount to about 137,000,000 bushels. The various contributions from the states should be as follows: Victoria, 45,000,000 bushels; New South Wales, 40,000,000 bushels; South Australia, 35,000,000 bushels; and West Australia, 17,000,000 bushels.

Paper-making in Queensland.

The Queensland Government recently officially announced its intention to enter the pulp-making industry with a view to helping to solve the problem of paper shortage, and with that object in view, has acquired an option over a pulp works which has been working on a small scale for some time past. Although only brown paper has been turned out so far it is stated that there is a good opportunity for developing the paper-making industry and that it should be possible to produce newsprint on a fairly large scale.

The bulk of the pine supplies of Australia come from Queensland, and there is a good deal of waste material coming from the sawmills which it is intended to use in conjunction with other available material.

Australian Canned and Fresh Fruit.

Following upon complaints recently received from abroad that consignments were below sample and had reached the market in a damaged condition, steps have been taken to ensure that the high reputation enjoyed by Australian products will be restored and maintained. Regulations have been adopted by the Commonwealth Government which will provide authority for the grading of jams, fruits, and vegetables, exported, and for the standardization of tins and cases used.

Manufacture of Steel and Iron in New South Wales.

Since the Broken Hill Proprietary Company opened its steel works at Newcastle (69 miles from Sydney) in 1915, 637,243 tons of pig iron have been produced, while the output of the steel plant has been 593,223 tons. The demand for the company's

products is so great that it has been found necessary to add to the present extensive premises, and it is stated the expenditure on the proposed new plant will total £3,500,000.

In addition to Australian requirements, the demand for the company's steel and iron has been increased by the requirements of New Zealand, the Dutch Indies, and South Africa, steel rails and other manufactures having been shipped to these countries recently. The extent of the company's output has enabled a number of new and important industries to spring up, the latest arrangement being for the establishment of a wire netting industry which is expected to start operations next year. It is estimated that the company's yearly output when the new furnaces are running will be 450,000 tons.

At one place in Australia it is estimated that there are 100,000,000 tons of ore available, containing about 60 per cent of metallic iron. The industry is self-contained in Australia, as every requirement is available.

IMPORTS INTO NEW ZEALAND, JANUARY TO AUGUST, 1920.

TRADE COMMISSIONER W. A. BEDDOE.

Auckland, October 12, 1920.—Following are the values of the imports into New Zealand of some of the more important articles during the eight months ending August 31, 1920, and 1919:—

	1920.	1919.
Soft Goods—		
Apparel	£1,310,750	£ 784,395
Boots and shoes	793,751	238,708
Carpet and oilcloth	408,435	139,603
Drapery, n.o.e.	235,811	144,550
Hats and caps	205,449	98,102
Hosiery	339,515	352,044
Millinery	123,434	74,985
Canvas piece goods	147,966	156,604
Cotton piece goods	2,043,087	2,021,952
Linen piece goods	47,708	35,633
Silk piece goods	521,740	329,601
Woollen piece goods	1,350,527	326,631
Hardware—		
Cement	3,547	1,845
Hardware	465,406	238,526
Iron—bar, bolt, rod	252,158	48,469
Corrugated sheet	605,860	172,491
Fencing wire	148,961	171,095
Barbed wire	62,705	33,166
Pig and scrap	66,926	20,635
Pipes and fittings	247,367	219,568
Lead	49,988	18,313
Machinery—dairy	76,611	71,536
Agricultural	126,109	128,043
Electric	537,918	365,168
Engines, gas	58,437	41,661
Mining	18,981	12,152
Sewing	67,905	41,385
Nails	75,415	163,100
Railway and tram plant	197,728	151,889
Tin, sheet, and block	184,840	315,346
Tools	290,501	173,813
Foodstuffs—		
Confectionery	327,355	68,298
Fish, preserved	190,337	69,933
Fruit—dried	566,491	35,689
Fresh	139,619	78,508
Flour	8	300
Grain, unprepared	716,485	361,936
Jams, jellies, etc.	26,459	5,111
Milk, preserved	30,472	12,114
Onions	5,845	2,103
Pickles and sauces	22,624	6,477
Rice	119,112	23,054
Salt	87,231	71,250
Sugar	922,069	620,087

IMPORTS INTO NEW ZEALAND, ETC.—*Concluded.*

	1920.	1919.
Beverages—		
Ale and stout	13,418	2,425
Spirits—whisky	594,198	203,674
Other	144,779	45,906
Wine	217,424	47,090
Cocoa, coffee, etc	134,622	76,384
Tea	908,989	171,477
Miscellaneous—		
Bicycles (including motor)	130,711	63,157
Books, papers, music	293,512	168,626
Candles	31,407	18,354
Carbide of calcium	12,982	20,223
Coal	304,996	182,754
Cordage and twine	179,995	190,675
Cornsacks and woolpacks	136,516	326,210
China and earthenware	217,287	63,320
Glass and glassware	286,783	158,473
Furniture	53,123	26,112
Greases	13,267	11,789
India rubber goods (not including tires)	46,241	26,074
Leather	544,001	127,346
Leather manufactures	282,798	66,869
Manures	336,475	145,278
Matches and vestas	38,840	10,543
Motor vehicles	1,686,789	623,977
Oils—benzines, etc	953,867	576,331
Kerosene	190,235	100,134
Castor	19,928	2,716
Linseed	150,934	45,717
Turpentine	40,440	11,468
Other (specified)	158,610	136,150
Paints, colours, varnish	481,907	154,438
Paper—printing	233,575	221,055
Other	149,976	246,140
Pianos	80,170	25,745
Seeds, grass, clover	110,611	35,993
Stationery	149,621	128,304
Tobacco	572,291	450,050
Cigarettes	554,732	324,677
Cigars and snuff	45,847	9,201
Timber, hewn and sawn	299,695	88,133
Specie	35,475	271,046
Total all goods	£35,510,318	£19,777,013

COMPARISON OF AGGREGATES.

Following is a comparison of the aggregates of the different divisions of imports for the eight months:—

	1920.	1919.	1918.	1917.
Soft goods	£ 7,527,991	£ 4,702,809	£ 3,226,805	£ 3,005,167
Hardware	3,537,363	2,388,201	1,100,960	1,416,393
Foodstuffs	3,154,107	1,354,860	1,636,691	1,313,930
Beverages	2,013,430	546,956	1,061,983	647,549
Miscellaneous	8,788,675	4,785,742	3,516,596	3,467,549
Other goods	10,453,277	5,727,399	4,747,487	3,803,891
Total goods	£35,474,843	£19,505,967	£15,290,522	£13,656,900
Specie	35,475	271,046	62,650	176,635
Grand totals	£35,510,318	£19,777,046	£15,353,172	£13,833,535

Gold is not included from August 1, 1918, to June 30, 1919.

The month of August has added a further £6,167,946 to the already very large total of our imports for the current year, and this is easily a record total for a single month. The greater part of this is in miscellaneous goods, but soft goods account for £1,557,000 and hardware for £655,000.

LARGE INCREASE FOR EIGHT MONTHS.

The increase for the eight months period over the corresponding period of last year is £13,948,876 or 82 per cent, in which each section of trade shares.

The soft goods section has a growth of £3,825,182, or 81 per cent. Woollen piece goods account for just over a million of this, having attained an exceptionally high total. Apparel and boots each show over half a million increase, and the only lines not showing growth are hosiery and canvas piece goods, each of which had very high totals last year.

Hardware goods show £1,149,162 or 48 per cent growth. The only lines not sharing in this growth are fencing wire, nails, tin, and agricultural machinery. The heaviest increases are in hardware, bar and corrugated iron, electrical machinery, and tools.

The total of foodstuffs is more than doubled. Confectionery, fruits, grain, and sugar are the chief contributors to the increase, and these all show very high totals.

Beverages show even higher ratio of increase. The 1919 figures were low, but the current year shows a growth of £664,000 or 50 per cent over the average of the four years 1916-1919. There are only six items in this section, and naturally the two big lines, tea and whisky, provide most of the growth. Cocoa imports were 920,381 pounds, £115,638, and coffee 265,710 pounds, £18,984.

The miscellaneous division has an increase of four millions, towards which motor vehicles contribute just over a million, petrol £377,000, leather and manufactures £633,000, paints £327,000, tobacco goods £389,000, timber £211,000 and manures £491,000.

Many other lines show relatively big increases, and very few show decrease, cornsacks and woolpacks being the only noticeable ones.

Following are the quantities of imports of several lines, the fluctuations in which are of interest:—

		1920.	1919.
Iron—bar bolt rod	tons.	10,151	1,935
Corrugated sheet	cwt.	247,227	84,655
Barbed wire	tons.	1,986	1,182
Fencing wire	"	4,933	6,277
Pig and scrap	"	6,331	2,215
Pipes and fittings	"	5,299	5,883
Wire nails	cwt.	43,971	87,510
Fish, preserved	lbs.	3,443,587	1,620,757
Rice	cwt.	46,993	26,606
Ale and stout	gals.	49,540	5,815
Whisky	"	470,837	183,325
Tea	lbs.	11,917,420	4,079,600
Candles	"	778,993	574,002
Matches	gross.	87,586	43,017
Carbide of calcium	tons.	480	818
Motor vehicles	No.	7,651	3,615
Benzine, etc.	gals.	9,960,814	6,588,387
Kerosene	"	3,010,694	2,167,865
Linseed oil	"	272,126	125,326
Turpentine	"	137,185	67,439
Leather	lbs.	1,537,229	364,875
Printing paper	cwt.	149,211	142,646
Pianos	No.	1,395	529
Tobacco	lbs.	2,171,747	2,200,022
Cigarettes	"	929,296	493,011

ARGENTINE INTERNATIONAL EXHIBITIONS.

As announced in *Weekly Bulletin* 876 (page 1433) an International Dairy Exhibition will be held at Buenos Aires from May 8 to 27, 1920. It is also proposed to hold an international exhibition on a wide basis early in 1922. Under this scheme three large pavilions will be built at Palermo, near Buenos Aires, one for Argentine products, a second for the products of other South American Republics, and the third for those of other nations. One smaller pavilion will be devoted to exhibits of aviation and motor industries, and another to machinery of all kinds.

CONSTANTINOPLE MARKET FOR PROVISIONS.

Trade Commissioner L. D. Wilgress.

Constantinople, October 27, 1920.—There is a good opening at the present time for the sale of Canadian provision lines to the Constantinople market. This large city of nearly two million inhabitants is almost entirely dependent upon outside sources for supplies of essential foodstuffs. The disturbed conditions in the interior have cut off Constantinople from the hinderland of Asia Minor, from which in normal times the city drew a large proportion of its food supplies. There is also a certain amount of transit trade in provisions being conducted at Constantinople with Roumania, Bulgaria, the Crimea, Georgia and other countries neighbouring the Black Sea.

The cost of living at Constantinople reckoned on a gold basis may be said to be higher than in any other capital of the former belligerent countries of Europe. The position may be expressed by saying that for an article which formerly cost $4.40, the inhabitant of Constantinople has now to pay the equivalent in paper of $11.60 gold, but, as wages and salaries have not as a general rule risen in proportion to the depreciation of the paper money, the increased cost of necessities has actually been much greater for the majority of the population than that represented by these figures.

The great shortage of essential foodstuffs and the consequent high prices has led to a demand for cheap articles of diet imported from abroad, such as salted codfish and canned goods of various kinds. The prices of meat are such as to make this article prohibitive for the vast bulk of the population of Constantinople. This has resulted in a considerable trade since the Armistice in various substitutes for meat and other food supplies previously drawn from the interior of Asia Minor. During the war the people became accustomed to the use of canned foods so that there is now a steady demand for most of these provision lines.

Canadian jams and marmalades, salted codfish from Nova Scotia and Newfoundland, and British Columbia canned salmon have already secured a footing in the Constantinople market. There is an opportunity for other Canadian provision lines to participate in this trade. A list of the principal firms in Constantinople importing provisions has been forwarded to the Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa, and a copy may be obtained by interested Canadian exporters on application. It should be borne in mind that Constantinople offers great possibilities as a transit centre for the trade with other Black Sea countries, including Southern Russia, and is also the chief commercial centre for what is left of Turkey. A footing secured in this market at the present time may therefore lead to a considerable business in the future when normal conditions are once more restored in this part of the world. For this reason it is hoped that the following notes with regard to the trade with Constantinople in the principal provision lines will be of interest to Canadian firms.

SALTED CODFISH.

Newfoundland cod is sold to Constantinople importers principally by houses in Liverpool, England. The high prices of other foodstuffs has brought about a great demand for salted codfish, because of the salt it contains as well as for its food value and relative cheapness. Religious reasons also influence the sale of codfish both among the Mohammedans and Orthodox Greeks, a fish diet being obligatory on certain days and during certain seasons of the year. The waters in the neighbourhood of Constantinople contain a plentiful supply of fresh fish, but salted cod is prized for its keeping qualities. Salted codfish is at present being sold wholesale at 75 piastres an oke, which at the prevailing rate of exchange works out to about $0.335 a pound.

CANNED SALMON.

The trade with Constantinople in canned salmon is at present largely being conducted by commission houses in New York, who ship on consignment to a Constantinople bank or other agency. The consignment is placed in the transit warehouse of the bank and the latter sell on instructions from the consignors. Duty is paid only as the goods are withdrawn from the transit warehouse, and hence part of the consignment may be sold to other neighbouring countries without payment of duty to the Turkish Customs. Consignments of from 4,000 to 5,000 cases have been sent to Constantinople in this way by houses in New York familiar with the Levant trade.

Canned salmon has become a popular article of diet in Constantinople since the Armistice. The chief contributing factors have been the general use of canned goods during and since the war and the shortage of meat. Since bread must be the only food for many of the inhabitants, a cheap foodstuffs is desired which can be consumed with the bread to make the meal more palatable and varied. In this way a tin of salmon is sufficient to provide a meal for a whole family when taken with a liberal quantity of bread. A one-pound tin of what is known in this market as "Pink" salmon retails at about 32½ piastres, while that designated as "White" retails at 25 piastres. The equivalents of these prices at the present rate of exchange are $0.396 and $0.3125 respectively. Tall tins appear to be more generally sold than flats. British Columbia labels are frequent, but no instance of a direct export from Canada came to the attention of the writer. The Constantinople market should be of value to British Columbia canners as providing an outlet for the disposal of the cheaper grades of canned salmon.

HERRINGS.

English herrings have been sold to Constantinople, recent shipments amounting to about 1,000 cases of six dozen tins a month. The two-pound tins have been sold wholesale at the equivalent of about $0.1875 a tin. The retail price is about 25 cents a tin.

LOBSTERS.

Canned lobsters are sold as luxury goods to the hotels and restaurants and to the wealthier inhabitants of Constantinople. The retail price is about $1.25 for a one-pound tin at the present rate of exchange. Nova Scotia lobsters are on the market in competition with other brands.

JAMS AND MARMALADES.

A Canadian (Ontario) brand of jams and marmalades has an extensive sale in Constantinople. The brand is represented by a leading importing house, and so popular has it become that another firm which had received a shipment of inferior goods from the United States took the step of having labels printed imitating those of the Canadian brand. This particular Canadian jam sells retail at 60 piastres (about 75 cents at present rate) for a two-pound tin. English jams and marmalades come dearer in price, but have also a large sale, all the leading English brands being represented on the market. The English houses usually grant importers a discount of 2½ per cent, terms documents against payment on arrival at Constantinople. Jams and marmalades are sold principally to the Christian population of Constantinople and to the more well-to-do Turks, but the demand is fairly large, and there was inquiry for the representation of other Canadian brands not already introduced in this market. Apricots and peach jams and marmalades appear to have the most extensive sale.

CANNED FRUITS AND VEGETABLES.

A well-known American brand of canned fruits and vegetables and a California line of canned fruits are represented in Constantinople by energetic agents and have

the bulk of the trade in this line. There was reported to be an opening for competing Canadian brands. All kinds of canned vegetables have a limited sale, while of the canned fruits the greatest demand is for apricots and peaches. The following are the retail prices at present ruling in Constantinople for two-pound tins of the different canned fruits, together with the equivalent in dollars and cents at the present rate of exchange:—

	Piastres.	$
Peaches	65	0.81
Apricots	70	0.875
Pears	80	1.00
Pineapples	100	1.25

Canned fruits and vegetables are principally sold to the Christian population of Constantinople and to the more affluent Turks.

OTHER PROVISIONS.

There is also a fairly considerable trade with Constantinople in other provision lines, such as biscuits, imported chiefly from Great Britain, and canned meats from the United States, but the possibilities for Canada participating in this trade were not considered promising. Some business might be done in package tea from Canada for the use of the European population of Constantinople.

TERMS OF SALE AND REPRESENTATION.

Most of the business with Constantinople in provision lines is at present being transacted on the basis of cash against documents c.i.f. Constantinople. Canadian exporters desirous of obtaining orders from this market would have to conform to these terms, but care should be taken to deal only with reliable firms who can give satisfactory references. There are many native firms throughout the Levant who are prone to sharp practices and who often place orders for speculative purposes. It is not uncommon for such firms to refuse to take up the documents for goods which they have ordered when the market goes against them. It is against firms of this kind that Canadian exporters have to be on their guard.

The houses in Constantinople importing provisions may be divided into two categories, viz., the old-established British firms and the better class of native firms. The British firms usually deal in all kinds of merchandise and do business in a fairly large way. Most of these firms have already established connections in the provision lines, but others are open to consider Canadian offers of goods or the representation for a Canadian brand of provisions. Many of the British houses act as the agents for British steamship lines, and this fact inclines them to seek supplies of imported goods from Great Britain. The better-class native firms are usually either of Greek or Armenian origin, and as a rule these firms are freer to take up a new line and energetically push its sale than is the case with the British firms. Canadian exporters of provisions are advised to carefully consider both classes of firms mentioned when seeking connections or a representative in the Constantinople market. The list of importers referred to above includes the principal firms of both classes importing provisions into Constantinople.

PAYMENT OF CUSTOMS DUTIES ON A GOLD BASIS IN AUSTRIA.

H.M. High Commissioner at Vienna reports that, as from 26th October, the Austrian Customs duties, when paid in bank notes, have to be paid at 331 times the rate prescribed in the Customs Tariff. Prior to 26th October payment in bank notes could be made at twenty-five times the nominal rates.

PRESENT TRADE CONDITIONS IN AUSTRIA.

Trade Commissioner L. D. Wilgress.

II.

COMMUNICATIONS.

Besides the facilities afforded by the river Danube, Austria is fairly well provided with means of communication by railway, although the mountainous nature of the country has presented great engineering difficulties. The main chain of the Alps is crossed by four different routes providing connection between Austria and Italy and Jugo-Slavia to the south. The most important of these is the main line of the famous Southern Railway, which was constructed to connect Vienna with the Adriatic at Trieste. It is remarkable both for the boldness of its engineering and the excellence of its construction. The whole distance from Vienna to Trieste, 366 miles, is double tracked. This important artery of traffic, affording the main outlet from Central Europe to the Adriatic, is now divided between Austria, Jugo-Slavia and Italy, approximately 175 miles being in Austrian territory. The first section of the line is that known as the Semmering Railway, which, constructed in 1848-54, was the first of the great Alpine railways. Forty-six miles after leaving Vienna the line crosses the Semmering pass and descends into the valley of the Mur, which river it follows past Gratz, entering Jugo-Slavia near the Drave river.

Another railway route connecting the Danube provinces of Austria with Trieste is that which pierces the Karawanken mountains, dividing Austria from Jugo-Slavia by a tunnel nearly five miles long. This line commences to ascend the pass south of the town of Klagenfurt, which is reached from Vienna or Linz by a number of lines through the Alpine valleys of central Austria. From Salzburg the Tauern Railway runs south and penetrating the mountains by a tunnel over five miles long reaches the valley of the Drave, which it follows to the industrial town of Villach, from whence connection is afforded by the Karawanken Railway with Trieste, or with Italy by a line to the west. The Tauern Railway was constructed to provide a shorter and more direct route from Southern Germany to Trieste. The fourth railway route across the Alps is that of the well-known Brenner Pass, which extends south from Innsbruck to the South Tyrol. The new boundary between Austria and Italy crosses the Brenner Pass, so that most of this line is now in Italy.

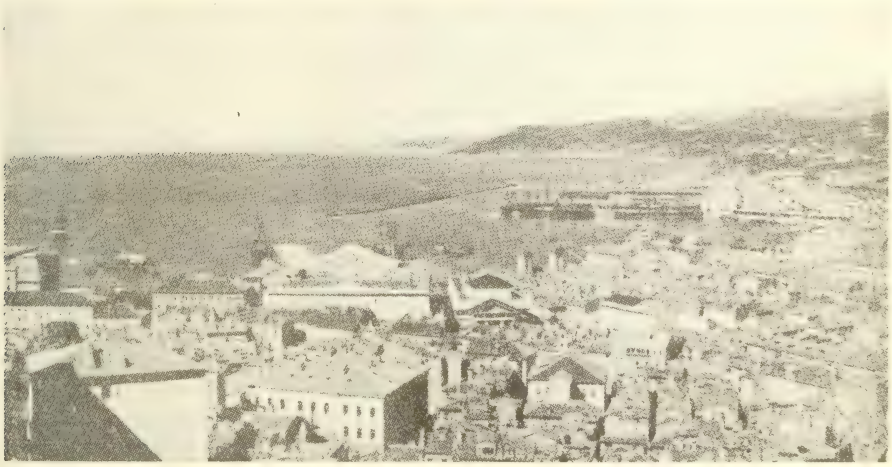
The hilly districts on both banks of the Danube and south of Vienna is well served by the system of the Austrian state railways, and numerous lines follow the most important valleys between the mountain ranges. Connection between eastern and western Austria is afforded by a line to Innsbruck. This line is continued up the valley of the Inn, thence over the Arlberg pass by a tunnel over six miles long, and reaches the town of Bregenz and the Swiss frontier.

RESTRICTED RAILWAY FACILITIES.

The above is a review of the main railway lines of the Republic of Austria. At the present time services are greatly disorganized by the shortage of coal, which has restricted passenger trains to the minimum absolutely necessary and has especially hampered the carrying of through freight for other Central European countries. As the above review indicates, three of the chief mountain railways of Austria were constructed to afford a direct connection with the port of Trieste on the Adriatic. This port, which is now in Italian possession, depends for its prosperity on the traffic to and from Central Europe. Hence the disorganization of railway services in Austria has reacted unfavourably upon Trieste.

THE PORT OF TRIESTE.

Nearly 60 per cent of the total maritime trade of former Austria-Hungary passed through Trieste. In 1913 approximately 2,042,320 tons of goods were unloaded at this port from steamers and about 981,653 tons exported by sea. The railway traffic of the port amounted to 2,697,500 tons. A total of 14,174 ships of a total tonnage of 5,432,010 entered and cleared at Trieste during the same year. The former Austrian authorities had made great efforts to develop the facilities of the port and Trieste has over seven miles of docks, equipped with cranes and up-to-date harbour appliances. The harbour is divided into five separate ports, including two free ports, a customs port for trade with the interior, and special ports for the trade in lumber and petroleum.



Trieste, the Chief Port of the Adriatic.

The Italian Government is anxious to revive the traffic through the port of Trieste to and from Central Europe and with this end in view have come to an agreement with Austria whereby the latter country will have many facilities in the use of this port. Among other things it has been agreed that goods passing through the free port of Trieste to or from Austria will not be subject to any customs dues, export or transit taxes. The Austrian Government will have the right to maintain a customs office at this port. Warehouse facilities, oil tanks, etc., will be placed at the disposal of Austrian transport companies. The Italian Government will not obstruct any contracts for freight space which may be concluded with the navigation companies at Trieste and finally, should an Austrian navigation company later be formed, dock space and ground for shipyards will be granted by the Italian authorities. In return for these privileges the Austrian Government has agreed to direct through Trieste by all means possible the movement of trade to and from the Republic and also that of emigration. The railways of Austria will moreover facilitate the through traffic between Trieste and other central European countries by appropriate freight tariffs. For this purpose agreements have been concluded between the two Governments with a view to assuring the necessary supplies of coal for the operation of the Austrian railways connecting with Italian points. Finally the Austrian Government has agreed to direct through Trieste at least 50 per cent of the foodstuffs and other articles purchased by or falling under its control.

TRADE ROUTES.

The above agreements concluded between the Austrian and Italian Governments should have an important bearing on the future movement of trade with Central Europe. It should result in the revival of Trieste as one of the chief ports for merchandise shipped to or from Austria, Czecho-Slovakia, Jugo-Slavia, Hungary and Southern Germany. Since the end of the war a large part of the supplies imported into Austria from North America have passed through Western European ports. The route through Rotterdam, thence up the Rhine to Frankfurt and from there by rail to the Danube at Ratisbon, Bavaria, from thence by barge or steamer to Austria, has been utilized to a considerable extent, or else the goods have been shipped to a French or other Western European port and from thence direct by rail to the Danube or Austrian destination. Henceforth the route through Trieste, which has the advantage over all others of quickness, should be availed of to an increasingly greater extent.

DANUBE NAVIGATION.

The transport of passengers and freight on the Austrian Danube is provided by several navigation companies with large fleets of steamers, tugs and barges. The most important Austrian company is that known as the Danube steamship and Navigation Company, (D.D.S.G.), which operates passenger and freight services from Ratisbonne, Bavaria, to Budapest, Hungary, and by recent arrangement also extends its cargo services to the Jugo-Slav section of the Danube. The South German Steamship and Navigation Company operates passenger and freight boats between Bavaria and Vienna, while the section between Vienna and Budapest is served also by the Hungarian Sea and Navigation Company.

A British syndicate has recently secured a substantial interest in these three navigation companies, having secured an option on 40,000 shares of the first-named Austrian company, all the shares of the South German company which are in the possession of the Austrian Government, and a majority of the shares of the Hungarian company. The services of these companies have been greatly restricted by the loss of steamers and barges during the war and given in compensation to the Jugo-Slav Government. The British syndicate, which includes shipbuilding interests, will provide the necessary capital for the replacement of these losses.

Other companies operating on the upper and middle Danube include the Bavarian Lloyd, a Jugo-Slav and a Czecho-Slovak company.

Vienna is equipped with docks, warehouses and up-to-date facilities for the handling of freight transported by the river. At the present time the Danube services are curtailed by the lack of coal and this is the most important factor governing the resumption of normal traffic on the Austrian section of the Danube.

COAL SUPPLIES.

After that of foodstuffs, the solution of the coal supply problem is the most essential to the reconstruction of the economic life of Austria. The shortage of coal precludes the possibility of normal industrial output and has severely hampered the transport facilities of the country, besides bringing untold hardship on the population of the larger towns.

It is estimated that the amount of coal necessary for the normal requirements of industries, traffic and home consumption in the Republic of Austria is approximately 1,200,000 tons of good quality coal a month, distributed as follows among the principal groups of consumers:—

	Tons.
Traffic	320,000
Gas, water and electrical works	127,500
Home consumption and small industries	344,500
Food industries	26,600
Other industries	422,900
Total	1,241,700

The production of coal on the present territory of Austria amounted before the war to about 230,000 tons a month, of which about 96 per cent is comprised of brown coal with only half the calorific value of hard coal. Present output of coal in the Republic, owing to social causes and abuse of the mines during the war, is less than 200,000 tons a month. It is thus seen that, estimated in terms of good quality hard coal, the present domestic production is only about 7 per cent of the normal requirements.

According to treaty obligations Austria is entitled to receive supplies of coal from the German Upper Silesian hard coal fields, which were before the war one of the chief sources of Austrian coal supply, and also certain quantities from Czecho-Slovakia and Poland. Owing to several reasons of world-wide application, however, actual deliveries have fallen short of the quantities specified in the treaties. The following table shows the monthly quantities which the Republic of Austria should receive from these sources and the actual quantities delivered during the month of April, 1920:—

	According to Treaty obligations. Tons.	Actual amount delivered. Tons.
Home production	.....	158,930
From Germany	144,000	157,580
From Czecho-Slovakia	142,000	117,680
From Poland	12,000	9,770
Total	.....	443,960

The above supply of coal is about 36 per cent of normal requirements and 56 per cent of the minimum estimated absolutely necessary for the resumption of normal economic life in the Republic. The supplies from the Upper Silesian fields of Germany during April, although greater than the quantity stipulated for by the treaty, are only a little more than a third the amount received from this source before the war.

Owing to the reduction of coal supplies, the industries—railways, steamers, gas, water and electrical works—are receiving only about a half of the quantity of coal normally required, while during last winter the supply of coal for home consumption purposes was only about a fifth of that required. Evidence of the suffering entailed was to be seen at Vienna during every late afternoon this summer, when scores of women would return from the forests surrounding the city with heavy sacks of wood on their backs. The Government enforces rigid economies in the use of coal for household and amusement purposes.

IMPROVED POSITION.

Nevertheless the figures of coal supplies during the month of April show an improvement over the preceding winter months and this has been maintained during May and June. There has also been a greater regularity in deliveries. The result has been greatly beneficial to the operation of railways and factories, although still

far from permitting a return to normal conditions. The number of trains has been increased. More suburban trains can now be operated, while certain express trains are again being run, although in some cases only three times a week. There has also been a relaxation in the regulations for the domestic use of coal; thus the Vienna tramways may now operate up to half-past nine in the evening and theatres may remain open until ten o'clock. On the other hand, baths in hotels are still restricted to one day a week and the rationing of coal is strictly enforced.

RELIEF FOODSTUFFS.

The review of agricultural production, given above, indicated that Austria is only able to produce a small part of the essential foodstuffs required in the Republic. Since the Armistice the country has been in large measure dependent upon relief supplies arranged by the International Committee for Relief Credits, by charitable societies, and by the Hoover Mission. All danger of an actual famine in Austria was averted through the credits accorded by the United States, Great Britain, Switzerland, Holland, France, the Argentine, Denmark, Norway, and Italy. These were secured by bonds which are accorded priority over reparation payments.

A great deal of practical relief work is also being done by foreign charitable institutions. A large quantity of food is being distributed by various societies, milk stations are being maintained and a great number of children being fed daily. Certain societies have also imported milk cows from abroad.

The high prices affect especially those exercising free vocations, or the intellectual class, which in Vienna is so numerous. Traders are able to earn more by reason of the higher prices. The working classes and the public employees can tolerably exist, since by their organizations they are able to maintain higher wages. The intellectual class, on the other hand, are without the means of exacting more income and are being slowly ruined. Many are able to exist by the sale of furniture and personal belongings, but these sources of income are soon coming to an end. It would thus seem that the forward march of democracy has doomed the great intellectual class of Vienna, the seat of art and culture. Emigration is one solution, but from many of the countries to which they might emigrate Austrians are excluded.

AUSTRALIAN REGULATIONS REGARDING TIN FOOD CONTAINERS.

The following are the regulations as amended by Proclamation of the Commonwealth of Australia regarding tin food containers.

The importation into Australia is prohibited of any package, container, or appliance used for manufacturing, keeping or holding moist or liquid food substances which shall have in contact with such moist or liquid food a surface—

(*a*) consisting wholly or in part of lead or zinc; or
(*b*) consisting of any metal alloy containing more than ten per centum by weight of lead or zinc; or
(*c*) tinned inside with a metal alloy containing more than one per centum by weight of lead; or
(*d*) containing enamel or glaze or india-rubber or gutta-percha which on boiling for thirty minutes with vinegar containing four per centum by weight of acetic acid yields lead or antimony to the latter; or
(*e*) containing more than one-fourth of one grain of arsenicum per pound of metal alloy or enamel or glaze or india-rubber or gutta-percha.

In transmitting the amended regulations to Mr. D. H. Ross, Canadian Trade Commissioner at Melbourne, the Acting Comptroller General of Australia recently wrote: "It has been decided that for the present consignments of goods to which the Proclamation applies will be sampled for the presence of arsenic, etc., at infrequent intervals only, and that consignments which may be sampled will not be detained pending result of analyses."

THE TRADE AND INDUSTRIES OF CZECHO-SLOVAKIA.

Trade Commissioner L. D. Wilgress.

V.

Import Needs.

The principal import requirements of Czecho-Slovakia, as already indicated, are for raw materials and foodstuffs. Mention has been made of the principal foodstuffs in demand, and a list is appended to Part I of this report setting forth the articles which may be imported into Czecho-Slovakia without a license. This list covers the principal raw materials, foodstuffs, and other supplies required. For the further information of Canadian firms the following list may be given of the raw materials which are in greatest demand at the present time:—

MANUFACTURED GOODS.

Hides (dry).
Quebracho.
Phosphates.
Pyrites.
Resin.
Linseed Oil.
Copper.
Seal Oil.
Salt.
Cocoa beans.
Tobacco.
Petroleum products.
Tin.
Aluminium.
Rubber.
Ferro Manganese.
Jute.
Cotton.
Wool.
Iron ore.
Magnesia.
Phosphorous amorfous.
Cocoa butter (for manufacture of chocolate).
Zinc ore.
Fats for the manufacture of soap.
Nickel.
Saltpetre.
Turpentine.
Tallow.
Wood oil.
Linseed.
Fertilizers.
Vegetable oils.
Flax.

Czecho-Slavakia, being an industrial country, produces the bulk of her own requirements of manufactured goods. The policy of the Government is at present to exclude anything which can be produced within the country or which may be classed as a luxury article. Shortly after the Armistice the shortage of clothing articles led to the importation of cotton goods, woollen cloth, and cotton yarn, especially from Italy, but with the restoration of the domestic production of textiles these importations have ceased, except in the case of finer yarns. There is an opening for the sale of leather to Czecho-Slovakia, since owing to the shortage of hides the domestic tanneries are unable to supply the demand. An import license is required and only leather for non-luxury purposes is admitted. Kid, coloured kids, patent and box calf are among the leathers for which inquiries have been made.

Synthetic drugs are another line of import into Czecho-Slovakia, Germany having been the chief source of supply. The drugs required include antiseptics, anaesthetics, aspirin, antipyrin, pyramidon, salol, etc. Closely allied to these drugs lines are surgical instruments, dental appliances, bandages, and medical rubber goods, the bulk of which are not produced in Czecho-Slovakia. Certain patent medicines might also find an opening in this market.

Chemical products, such as aniline dyes of all kinds, borax, boric acid, arsenic acid and explosives have also to be imported from abroad. Varnishes might later present a possible line of export to Czecho-Slovakia, when present restrictions are removed.

MACHINERY.

Bohemia, Moravia and Silesia offered a market before the war for certain lines of machines and industrial equipment, such as spinning machines and other textile machines, paper machinery, etc. There is a considerable manufacture of machinery in Czecho-Slovakia and the present policy of the Government permits only of the purchase of machines from abroad, which cannot possibly be obtained in the country. Import

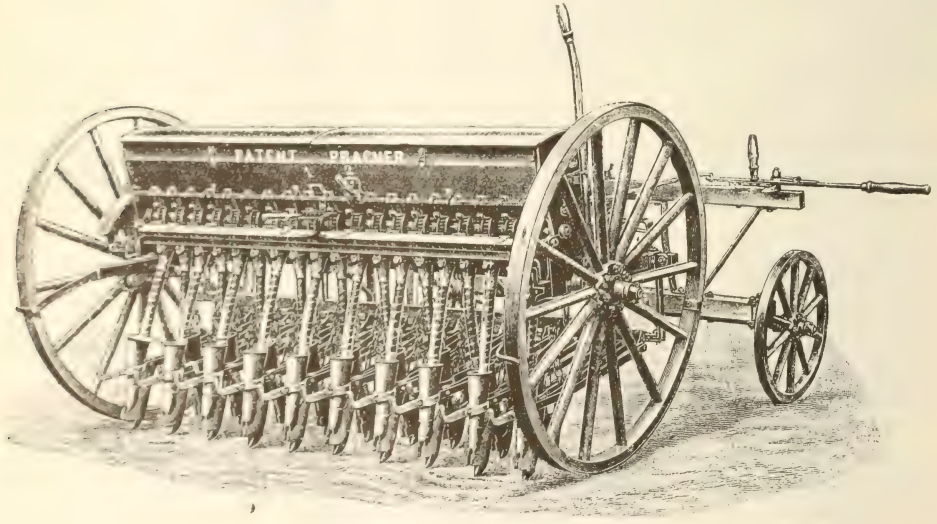
licenses for textile machinery from Great Britain have been refused, but certain special machines have been admitted. Typewriters, machines for printing bank notes and paper for same, are among the lines at present required in Czecho-Slovakia and the import of which is permitted in limited quantities.

As another example of the present policy of the Government, it may be mentioned that in order to free the country from dependence on Austrian and German producers of telegraph and telephone apparatus, a company was recently formed with the co-operation of the Government to manufacture these lines in Czecho-Slovakia. The branch of an English factory in Vienna, which formerly supplied the Bohemian and Moravian markets with beet-gathering machines, is now not able to ship to these markets on account of the import restrictions.

These examples will indicate the difficulty of doing business in machinery lines with Czecho-Slovakia at the present time. When the industries of the country are re-established on a normal and independent basis, it may be expected that the trade restrictions will be modified. It will then be possible to export to Czecho-Slovakia certain kinds of machines and other manufactured goods which are not produced as satisfactorily or in sufficient quantities within the country itself.

AGRICULTURAL MACHINERY.

The above remarks in regard to the importation into Czecho-Slovakia of machinery lines in general apply particularly to agricultural machines, the trade in which is of special interest to Canada. The importation of agricultural machines is



Type of Agricultural Machinery in Czecho-Slovakia.

at present prohibited, but licenses for limited quantities are granted to co-operative societies and other importers for the purchase from abroad of machines which are greatly needed and which cannot be produced in Czecho-Slovakia. The rate of exchange is one of the chief obstacles to a large trade from abroad in agricultural machines, so that even if importations were unrestricted, the turnover in imported machines and implements would not be large as the price in crowns to the farmer would come very high.

The manufacture of agricultural machines is greatly developed in Czecho-Slovakia and there is a considerable export to the countries of eastern and southern Europe. There are altogether about twenty-seven firms engaged in this industry.

The greatest development has been in the production of ploughs, cultivators, harrows, rollers, weeders, drills and seeders. A large part of the total output of these implements is exported.

All sizes of threshing machines are manufactured and the production covers the domestic demand. The same may be said to apply to locomobiles and internal combustion engines, wind and water motors. A start has been made with the manufacture of motor ploughs and some export has taken place.

There is one factory in Czecho-Slovakia manufacturing corn mowers with automatic sheaf-binders and the output is sufficient for domestic requirements. Potato gatherers are produced and here also the demand and supply balance.

The trade in beetroot reapers is considerable and several factories produce the simpler types. Beet-gathering machines with automatic stalk-cutters, however, are not made in Czecho-Slovakia and require to be imported from abroad.

With regard to miscellaneous agricultural implements, there may be mentioned all kinds of pumps, chaff-choppers, beetroot cutters, fodder machines and whims, all of which are manufactured to a considerable extent both for home demand and export.

OPENINGS FOR IMPORTED AGRICULTURAL MACHINES.

Grain harvesting machines are manufactured to some extent in Czecho-Slovakia, but not so as to preclude the necessity for importations from abroad. The United States and Canada formerly supplied the bulk of the mowers, reapers and binders sold in this market and importers are again looking to these countries for supplies. The low exchange value of the crown and import restrictions hinders business for the present, but on the other hand there is a great shortage of these machines in the country, owing to the lack of agricultural labour, and importations from abroad will soon be necessary. Canadian firms should now prepare the ground for future business by getting in touch with importers and the co-operative agricultural societies.

The effect of the expropriation of the large estates on the agricultural implement trade should be taken into consideration. All estates over 617 acres of land or 371 acres of arable land have been confiscated by the State and are to be divided up into small holdings of from 15 to 37 acres, on which independent farmers are to be settled. The amount of land thus expropriated is said to amount to 7,400,000 acres. The dividing-up of the large estates into small holdings should restrict for a time at least the sale of harvesting machines, especially of binders. It is reported that farmers' co-operative societies are being formed for the purpose of cultivating tracts of expropriated land, which they will receive from the Government. This tendency towards agricultural co-operation may have a beneficial effect on the agricultural machinery trade.

Tractors and motor ploughs for use on smaller holdings are another line of agricultural machinery which offers openings for future trade from abroad, since the home production does not cover the demand. Other agricultural machines, which are not produced in sufficient quantities in Czecho-Slovakia, are manure spreaders, hay-presses, seed cleaners and separators, while nearly all the cream separators, churns, milking machines and cheese-making machinery required have to be imported from abroad. Prague is the most important centre for the trade in agricultural machinery and implements, while as a distributing point for Slovakia the town of Bratislava (Pressburg) also promises to be important in the future.

BRAZIL AS A MARKET FOR CANADIAN PRODUCTS.

Trade Commissioner G. B. Johnson.

VII.

Representation Abroad.

To a manufacturing firm who have determined to embark on overseas trade, one of the first and most important questions to present itself is the matter of representation, the establishment of a connecting link between the exporter and the foreign buyer. There are so many methods of providing such a link, and the method most appropriate to a particular case depends so much on the particular circumstances and the class of commodities affected, that it is a difficult matter to present more than a general survey of this question.

It may be stated at once that such a link is necessary. Correspondence with wholesale distributors, supported by catalogues and price lists, will rarely if ever provide a permanent and lucrative business. Such methods alone would not answer in domestic trade; much less will they be of use in overseas trade.

Where prospective business warrants it, a branch office, with or without stock, in Rio or Sao Paulo as the case may be, would be the most satisfactory method. Whether or not the establishment of such a branch house would be justified would of course require the closest investigation, and the wisdom of this course would probably only be proved after several years' touch with the market, by the volume of business done by other methods, and by prospects for the future.,

Another direct method of representation is by a travelling salesman, who would make periodical visits to the principal cities, and probably visit other South American countries as well. Such a method would be particularly suitable if the company concerned were trying to establish their products in the market for the first time. If such a man could speak Portuguese he would find his way in Brazil made smooth. For preference he should be a Canadian or Englishman, in which case an ability to converse in Portuguese would be a remarkably rare accomplishment. A knowledge of French would be a great help, because a large proportion of the educated classes in Brazil know this language. However, a knowledge of Portuguese, or in its absence, French, while desirable, would not be an absolute necessity. Many of the large houses upon whom he would call would be English, or firms with one or two English-speaking employees.

A foreign salesman in Brazil should be a man of good education and address. The whirlwind "drummer" type, with an over-affable manner, is decidedly not the kind who will be successful among business men in this country. He should be an educated man of the world, and of quiet demeanour—in fact, the type of a man that a first-class Canadian company would be likely to send to England. Such a man of course, being much above the average, and therefore rare in number, can demand and would deserve a high salary. If business is possible at all, such a man would exert such a favourable influence that the amount of his salary would be a minor factor.

In estimating the expenses of a traveller from Canada, it would not be safe to allow for less than $20 a day, which would include transportation.

There is no tax levied by the Federal Government on foreign salesmen transacting business in Brazil, but when travelling from state to state salesmen are subject to taxes levied by the various states.

The much-discussed question of customs duties upon samples of foreign travelling salesmen entering Brazil appears to be settled by a law of December 31, 1915, the important part of which reads as follows, in translation:—

"There shall be conceded to the samples imported by commercial travellers the favours enumerated in Article 2 Paragraph 27, of the Preliminary Dispositions of

the Tariff, provided they are accompanied by certificates from the country of origin, and by a note, properly enumerating all the samples contained in the various packages."

Article 2 of Paragraph 27 of the Preliminary Dispositions of the Brazilian Tariff above alluded to provides as follows:—

"There shall be accorded exemption from payment of dcties, under such bond as the Inspector of Customs or the Collector of Revenue may think necessary, to the properties and equipment of lyrical and dramatic companies, circuses, etc., etc., and to foreign merchandise intended to be exhibited in industrial exhibitions that may be held in Brazil."

"This cannot be done however until the parties interested furnish a bond to cover the duties usually collected on such importations as they are about to make, or until they present themselves accompanied by a suitable guarantor of such sums. Either of the officials above mentioned determines a period within which the goods thus free from payment of duty must be re-exported; but such period may be extended for a reasonable time, at the request of the parties interested."

The matter of furnishing a bond or finding a guarantor here becomes, therefore, the only obstacle which the salesman entering the country will have to surmount.

Representatives visiting Brazil for the purpose of appointing agents are not subject to any tax, federal, state or municipal.

A foreign salesman, agent, or representative of a foreign concern who has established a permanent office or show room, whether carrying stock or not, must transact business in his own name, and not in the name of the firm he represents, although he may advertise or represent himself as the agent of his principals.

Another method of representation is by resident agents of various kinds. Such an agent may be one of the large English general export and import merchants in Rio, Sao Paulo, Santos and other ports, who as a rule do a large commission business, buy largely for their own account, and in some cases also accept shipments on consignment in order to try out the market in a particular commodity. These firms are almost invariably of good financial standing and of high commercial reputation. Many of them are old-established and wealthy. There are also many strong Brazilian houses of this class, and those of other nationalities also.

Resident agents may be firms with small capital as a rule who do not buy for their own account, but work simply on commission. Brazil is such a vast country with so many trade zones that care should be observed that exclusive agencies for the whole country should not be given to such firms unless their organization covers the territory concerned.

Wherever possible, in a preliminary survey of a foreign field for export business, a member of the firm itself, if he can spare the time, should make the trip. He obtains thereby a first-hand knowledge of the country and business conditions that could not be conveyed to him by a third party, however able such an employee might be.

The present writer has frequently advised that where members of firms themselves are unable to visit foreign countries, and are averse to sending a representative for the purpose of a preliminary survey, or to sell goods, or to appoint an agent, or all three, owing to the expense, a combination of manufacturers for this purpose is a reasonable and desirable course to take. If, say, six manufacturers of non-competing products, but products of the same general character could be induced to join forces for the purpose only of sharing the expense of sending a representative to look over the ground, possibly to open an office if found desirable, or to find agents, the results would be out of all proportion to the expense involved, in comparison with trying to get business going by correspondence and catalogues alone. Such expense shared among six firms would be a negligible factor. If the man sent for this purpose remained in the country as the representative of these firms, with an office, and working on a

salary and commission basis, the proportion of his salary debited to each firm might be the proportion of the whole value of the business done for each firm. The commissions payable would of course adjust themselves to the business done for each firm.

EXPORT COMMISSION HOUSES.

Export commission houses handle many products. It stands to reason therefore that if a manufacturer leaves his export business in the hands of such a firm his products will receive only a share of attention of the firm concerned. The manufacturer will be relieved of a great deal of detail work and worry in regard to foreign shipments, but at the cost necessarily of money and probably of orders, whether business should be done directly or given to such a firm depends on many factors. The ambitious manufacturer who knows he has products to sell abroad of good quality and at competitive prices, and is firmly determined to make his foreign business a success, will not be satisfied to pass on the handling of it to middlemen who after all are only interested in commissions obtained and have no sentimental interest in the products they handle.

The practice largely obtaining in the past among producers in Canada of making sales abroad through New York commission houses, who are probably also merchants and buy largely for their own account, is to be deprecated. For manufacturers and other producers themselves, for the prestige of Canadian products and the prestige of the country, this method of indirect trade with countries abroad,—this dependence upon, and sharing profits with, unnecessary middlemen in the United States—is not conducive either to sound business or to a robust and independent Canadian nationality.

So far as Brazil is concerned it is pleasing to be able to say that with the establishment of the direct line of steamers of the Canadian Government Merchant Marine from Montreal and Halifax to Bahia, Rio de Janeiro and Santos (the port of Sao Paulo) in the spring of this year (1920), and with excellent Canadian banking facilities in the principal cities of Brazil, New York firms are rapidly becoming of decreasing importance in connection with Canadian trade with Brazil. Not only because Canadian firms are shaking themselves free from such New York connections as existed in the past in connection with the small trade that existed between Canada and Brazil, but because the large volume of new business between the two countries either lately in existence or in negotiation, is now invariably direct.

If producers do not wish to handle overseas shipments themselves then there are now numerous first-class Canadian export commission houses well able to do so.

REPRESENTATION FOR MANUFACTURERS OF RAILWAY SUPPLIES AND KINDRED LINES.

In this matter of representation, or of forming connections, it is the considered opinion of the writer that in most cases Canadian manufacturers are unwilling to pay the necessary price of an extension of their business to foreign fields. Assuming that a considerable proportion of the letters received in this office from Canada indicate something more than a half-hearted wish on the part of the manufacturer concerned to make the connections necessary for an occasional sale in this country, which it may be repeated is not really "exporting"; or to get rid of surplus production when times at home are out of joint, which again is not "exporting"—assuming that the manufacturer, on the contrary, is genuinely determined if possible to devote a definite proportion of his production to overseas markets, in good times at home and bad, however pressing home demands may be—and that is part of the necessary price to pay—then he should make up his mind to do something more than feebly grope after business abroad by merely writing letters.

For instance a considerable interest has been evident recently (on the part of manufacturers in Canada of railway material) in the vast requirements of Brazil for railway supplies of all kinds. In fact, manufacturers of passenger, freight and dump cars, shop machinery, track tools—in fact all railway material with the exception of rails and structural steel, have shown such an interest, and almost invariably they wish

to be put in touch with chief engineers or purchasing agents of the railways concerned, or to be informed when materials they manufacture are needed by the railways.

A little reflection must show the able men—men of imagination—who manage these great industrial enterprises in Canada the futility of trying to do business in this way. No railway material, except in some cases the wooden portion of freight cars, is made in Brazil. It is all supplied by the United States, England and other countries. The manufacturers concerned maintain in this country their own offices and salaried representatives, or have as the essential connecting link an agent, usually one of the great general importing houses, very often English. The representative is either an engineer himself, or has such an expert at his disposal. If the business is in the hands of a firm acting as agents, then such an expert, often an employee of the home manufacturer, is attached to the firm.

These representatives of the manufacturers are in close touch with the railway situation and requirements. They probably know all the officials of the railways who are concerned with purchasing or the letting of contracts for material. The Central Government Lines purchase all their supplies by public tender. The representatives of the manufacturers on the spot receive specifications and drawings, and by a free use of the cable obtain prices from home which enable them to put in tenders in plenty of time for consideration. They are also sufficiently in touch with the situation to avoid tendering on a contract for a state railway which might not have funds in its treasury to meet the cost.

It is therefore simply ludicrous for a Canadian company five thousand miles away to try to share in this very lucrative business while still unrepresented in the country. Even if the Canadian Government Trade Commissioner could supply all interested manufacturers in Canada with plans, specifications and information for a particular contract in time for them to submit a tender, through whom are they going to submit it? There must be some authorized agent to look after the numerous details of the business, and comply with the requirements of the situation, or see that such requirements are complied with. It is obviously impossible for a government trade commissioner to attend to such business, as he has no authority to act as agent for a private company—authority either of the Canadian Government, or authority which would be accepted here. A government representative, acting for the Canadian public, cannot suddenly submerge his identity as such in order to take on for the time being the quasi-private duties of a manufacturer's agent. This is particularly apparent when it is remembered that several Canadian companies might tender on the same contract.

Satisfactory representation in the case of railway supplies and many other lines can only be secured by the personal visit of an executive officer of the firm, or other employee of ability, who in the latter case would probably have time to remain in the country for the better part of a year studying local conditions and needs, before appointing a good firm to act as agents, if it is found undesirable to open an office.

Manufacturers who are unwilling to take the essential steps indicated, where applicable, might as well abandon any attempt to engage in export trade, and leave the field to those whose serious interest will be of lasting benefit both to themselves and to our country's prosperity.

DEMAND FOR COLOURED BOOTS AND SHOES IN AUSTRALIA.

A growing demand is noted in Australia for coloured boots and shoes, which are mostly imported, says the *United States Commerce Reports*. On account of the fine materials used in the manufacture of these goods the prices are necessarily high. The greatest demand is for boots in women's fancy lines, principally in brown, both suede and glace.

ITEMS OF COMMERCIAL INTEREST FROM BELGIUM.

TRADE COMMISSIONER A. STUART BLEAKNEY.

The Home-grown Grain Situation in Belgium.

Brussels, October 25, 1920.—The *Bulletin du Ravitaillement* of August 30 contains a report by the Belgian Minister of Industry, Labour, and Food concerning the fixing of a Government price for home-grown grain. The report reflects the official view of the breadstuff situation in Belgium, and is consequently translated in part, particularly as the recommendations contained therein have substantially become law.

"The production of home-grown grain has always played a secondary part in the grain supply of the urban population of our country. Before the war we had to import considerable quantities of breadstuffs in order to assure the bread supply of our population—for the year 1913, 1,550,000 tons of wheat alone. During the war these quantities were considerably reduced, as the following figures show: 528,000 tons in 1915, 744,000 tons in 1916, 429,000 tons in 1917, 619,000 tons in 1918.

"Since the Armistice the suppression of rationing and the manufacture of purer bread have necessitated larger purchases abroad; for 1919, 1,100,000 tons of wheat and rye. This year the monthly production of the mills has varied from 72,000 tons to 101,000 tons, showing a monthly requirement of 90,000 tons. In these circumstances the surplus of home production, after having satisfied rural needs, is not considerable. Although during the management of the National Committee there was a very strict rationing, even for farmers, who at certain periods were not able to retain more than ten kilogrammes of wheat per head per month, it has been impossible to acquire in the country any but very small quantities of breadstuffs—wheat, rye, etc.—in 1915-16, 181,000 tons; 1916-17, 135,000 tons; 1917-18, 137,000 tons; 1918-19, 154,000 tons.

"Since the Armistice we have permitted the rural population to use bread according to their needs. For the last period we have also permitted farmers of the Campine, Flanders, and the high regions to use a part of their crop for their cattle, which explains why, for the period 1919-20, we were able to buy in the country only 43,000 tons of breadstuffs, nine-tenths of which was wheat.

"It is natural that producers, especially in face of increasing prices for concentrated foods, should have retained their crop for stock food. If statistics are consulted it will be noted that before the war our country imported not only considerable quantities of wheat for human use, but also enormous quantities of rye, barley, oats, and corn. For instance, for the five first months of the years 1913 and 1914 there was imported into Belgium:—

	1913. Tons.	1914. Tons.
Rye	53,000	71,000
Barley	93,000	95,000
Oats	75,000	57,000
Corn	161,000	149,000

"It is true that our cattle herds are far from being reconstituted. According to the census which we have recently held, and of which we are now in possession of the results for all the districts but forty-five, we have still 530,000 head of cattle and 700,000 pigs fewer than before the war, but also the quantities of breadstuffs reserved for cattle, imported during the five first months of 1920, are considerably below the prewar figures, as follows: barley, 22,000 tons; oats, 31,000 tons; corn, 21,000 tons.

"This is explained by the high prices which these foodstuffs have attained recently, owing to the unfavourable exchange situation. Barley, corn, and oats have cost 120 francs and even more the 100 kilogrammes. At the present moment the

price of corn, barley, and oats has diminished considerably: the same is true of oil-cake. International shipping facilities have improved and freights have considerably decreased. Straw, clover, and hay are in abundance in the country. The culture of sugar-beets is again being carried out freely, and for the current period the area in sugar-beets covers 45,697 hectares, as compared with 35,487 last year. The by-products pulp and molasses are abundant. There is even a surplus of molasses in the country.

"In these circumstances, with a view to reducing as far as possible our foreign purchases or at least to select the cheaper articles, such as corn or barley rather than wheat—which latter costs at present from 130 to 140 francs c.i.f. Antwerp per 100 kilogrammes—it has appeared to us desirable to endeavour to obtain from home production the greatest possible quantity of breadstuffs.

"Contrary to pessimistic predictions of interested or impressionable sources, we note with great satisfaction that the areas under breadstuffs for 1920 are roughly within 3,000 hectares of the areas of 1919. If therefore we obtain this year not only the grain available in the fields, after satisfying the needs of the rural population, but also the rye, spelt, etc., we may hope to import at least considerably smaller quantities. To this end we propose to acquire, through the Wheat Purchasing Commission, who are sole purchasers, all breadstuffs, at the same time prohibiting their use for stockfood."

Shipping Movement at the Port of Antwerp for August, 1920.

The Bureau of Statistics of the Port of Antwerp publishes the following information regarding the entries and sailings of ocean-going ships from this port during the month of August, 1920:—

	Sailing Vessels.			Steamers.			Totals.	
Years.	Number.	Tonnage.	Years.	Number.	Tonnage.	Years.	Number.	Tonnage.
1913	28	14,536	....	556	1,194,941	....	584	1,209,477
1919	188	34,312	....	360	403,830	....	548	438,142
1920	36	14,870	....	612	918,350	....	648	933,220
		(For the first 8 months, 1920.)						
1913	225	150,929	....	3,456	9,241,842	....	4,681	9,392,771
1919	700	140,011	....	2,252	2,845,583	....	2,952	2,985,394
1920	510	217,067	....	4,671	6,844,642	....	5,241	7,061,709

These ships arrived from the following countries: England 326, Scandinavian countries 100, Holland 24, France 60, Spain 23, Mediterranean sea 9, Turkey and Black sea 1, Africa West Coast and Congo 5, Cape 2, India 7, Far East 9, North America (Atlantic coast) 46, West Indies 1, Brazil 1, Rio de la Plata 17, Pacific ocean 1, Australia 2, local 14. Total 648. These totalled 933,220 tons, being an average of 1,440 per ship.

Agricultural Situation in Belgium.

According to reports of the Ministry of Agriculture, the month of September was satisfactory for field crops on the whole with a more favourable temperature than August. With the exception of the rainy days of the beginning of the month and the local storms of the middle, the weather was fine. The temperature had a good effect on the plants and roots and was favourable for the ploughing for autumn sowing. Generally speaking the yield of wheat is satisfactory. The farmers who made use of chemical fertilizers have been well repaid. The weather was suitable for the potato harvest. The yield was however below the average and in many cases the potatoes rotted. Cultivators who renewed their seed obtained good yields up to 25,000 kilogrammes per hectare.

Beetroots continued growing in fair conditions and were a satisfactory crop. Turnips and carrots in closed in crops benefited by the weather. At the end of September the seed hemp was harvested. The yield of seed was good and is estimated at 800

kilogrammes per hectare. The production of tow was good both in quality and quantity. The hop fields which were carefully tended produced excellent harvests. The raising of green fertilizers was considerably extended. It is to be regretted that the use of mineral fertilizers was neglected to a certain extent.

Rise in Retail Prices in Belgium since 1914.

The Belgian Ministry of Food has issued figures showing the increase in the cost of a large number of articles in various parts of the country. The price on April, 1914, is taken as a basis and given an index number 100. The following articles are mentioned with increase in retail price, in the Brussels district:—

Household bread 482, potatoes 300, Brazilian coffee 255, chicory (powdered) 447, rice 638, white sugar (lump) 300, beans 317, olive oil 478, arachid oil 444, vinegar 283, skimmed milk 400, cream milk 500, kitchen salt 563, eggs 750, farm butter 598, dairy butter 579, margarine 390, lard (local) 556, beef fat 375, beef 400, pork cutlets 688, bacon (local) 708, American bacon 644, pâte de fois 390, preserved herring 520, household beer in bulk 300, soft soap 720, Sunlight soap 567, cocoa 278, household chocolate 267, tea 293, macaroni 500, sardines 476, brushes 462, dusters, (American) 496, pipe tobacco 543, made to order clothes 500, christie hats 750, workmen's caps 842, fashionable caps 867, men's white shirts 486 (Antwerp), better quality same 370, collars 550, working socks 668, ordinary socks good quality 428, men's boots 547, clogs 450, resoles for boots 363, ordinary coal 469, gas 346, electricity 200, candles 429, matches 788. The average figure is 480.

Strikes and Conciliation in Belgium.

According to the *Revue du Travail* issued by the Belgian Department of Labour, thirty new strikes were reported to the department during the month of August. The number of strikers known for twenty-nine of these reached 8,796, exclusive of 520 having been forced to stop work. One lockout affecting 2,000 workmen was declared. Eighteen strikes previously declared and affecting 9,545 strikers were continued during part or whole of the month. The total strikes existing during this period thus reached the number of forty-nine, of which forty-eight affected 20,810 workmen. The average of the strikes declared in August during the five years before the war, from 1910 to 1913, was 8·8, with 1,620 participants.

Twenty-nine new strikes each affected one establishment only; the six others presented a collective character and affected fifty-nine different enterprises. Of the thirty-one new strikes, ten occurred in the metal industry, five in the foodstuff industry, and four in the mining industry. Besides which, three strikes occurred in the construction trade and two in the quarries. Increase in wages was the aim in twenty-one cases. In one case it was a combination of increase in wages and recognition of the union. There were three demands for re-instatement of workmen. The institution of piece work was the object of one strike. There was a strike in connection with the application of the eight-hour day. In another case a strike was called to obtain the application of the wages and conditions of work fixed by the mixed commission.

The results registered during the month of August may be summed up as follows: 8 abortive strikes affecting 1,928 men; 13 agreements affecting 10,762 men; 7 successes affecting 1,092 men; and 3 partial successes affecting 356 men.

United States Sales of Foodstuffs and Beverages to Belgium, First Eight Months of 1920.

In my report of September 21, published in *Weekly Bulletin* No. 1099, in addition to the Canadian goods shipped to Belgium for the first seven months of the year the figures of United States manufactured goods sold to Belgium for the period were given.

Below are set forth the figures of foodstuffs and beverages (United States) amounting to francs 403,256,527, and weighing 319,993,609 kilogrammes, for the first eight months of 1920, compared with the 1919 figures.

In 1913 Belgium imported 655,517,000 kilogrammes of food and drink valued at 150,727,000 francs. The 1920 figures thus show a large increase in franc values with a decrease in weight.

The local market values are very much affected by the price of American foodstuffs of the kinds figuring largely below, and consequently are also affected by the course of exchange. A rise in the value of the dollar in terms of francs is immediately reflected in the retail prices of butter, eggs, bacon, etc. When the dollar drops there is a drop in retail prices in sympathy, although prices respond more slowly in this case.

Belgian Imports of Food Products and Beverages from United States, January to July, 1920.

	Quantities in Kilogrammes.		Values in Francs.	
	1919.	1920.	1919.	1920.
Meats	24,259,727	17,217,335	108,945,016	78,618,446
Cream milk and buttermilk	1,282,900	75,341	2,615,450	165,991
Fresh and salted butter	63,310	979,393	506,526	12,017,642
Margarine and other edible fats	1,886,295	687,247	11,068,062	4,063,193
Cheese	65,277	717,316	268,193	3,525,554
Fish, shell, hard and soft	955,348	502,616	3,061,379	1,759,092
Eggs	29,000	29,501	133,000	260,006
Honey	283,640	92,605	815,226	331,669
Grain	39,515,099	268,332,087	26,702,545	253,105,822
Flour	591,607	20,315,076	922,952	24,924,330
Malt	3,711,843	785,621	2,621,669	920,396
Bread and ship biscuits	62	84,954	146	100,322
Edible pastes	116,005	950,937	227,290	2,736,047
Vegetables	407,331	484,808	517,579	501,764
Fruits	1,595,780	1,335,983	5,102,641	4,208,523
Coffee	1,126,559	254,188	3,841,931	1,248,944
Cocoa	1,283,980	582,609	4,638,684	3,200,411
Tea	111,670	2,024	601,628	5,957
Sugar	197,542	485,257	316,817	708,981
Groceries	118,667	34,916	451,005	157,228
Olive and Arichid oil	98,503	56,702	429,015	34,025
Preserves and honey cake	472,272	2,715,131	1,635,735	6,061,152
Chicory	.....	.....	.....	—
Salt, raw and refined	1	19,643	.....	10,000
Vinegar and acetic acid	23	9,071	30	9,000
Fats, edible	12,237,735	723,043	58,975,040	3,388,475
Saccharine	.....	.....	.....	—
Other foodstuffs, n.o.p.	107,349	51,023	164,560	96,407
Wines	7,714	30,790	17,790	17,850
Beer	365	.....	340	—
Brandy and liqueurs	.....	438,412	.....	1,028,959
Total	90,625,604	319,993,609	234,580,310	403,256,527

PROJECTED INCREASE OF IMPORT DUTIES IN CHILE.

With reference to the notice under the above heading which was published in *Weekly Bulletin* No. 876 (page 1459), H.M. Chargé d'Affaires at Santiago reports in the British *Board of Trade Journal* that the Bill for increasing the Customs duties, as revised for Congress by the Financial Commission, provides for an increase of 60 per cent in the import duties on jewellery, silk goods, imitation silks, beverages, liquors, perfumery, and fancy articles. The import duties on all other goods are increased by 30 per cent, with the exception, however, of the following, the duties on which remain unchanged: Condensed milk, edible oils, lard, tinned fish, rice, cocoa, tea, coffee, sugar, sacking, jute bags, cotton fabrics, knitted cotton, clothing, machinery, petrol, mineral illuminating oils, and motor tires.

COMMERCIAL NOTES FROM ARGENTINA.

Trade Commissioner B. S. Webb.

Harvest Outlook.

Buenos Aires, October 20, 1920.—News from all parts of the Republic concerning the condition of the crops could scarcely be more satisfactory a yield of no less than 85 per cent of the sowings of wheat, linseed and oats is regarded as nearly assured. At stated intervals during the period between sowing and harvesting, correspondents from all parts of the country send samples of growing plants to the Corn Exchange, where they are placed on exhibition. The first display relating to the present harvest was made this week, and the healthy and advanced condition of the plants was favourably commented on, telegraphic reports from different parts of the country, complaining of the scarcity of rainfall, having led to the belief that the condition of the crops in general was unsatisfactory. The average range of prices promises to be even higher than last season, and there will therefore again be a large spending power in evidence throughout the agricultural regions of the Republic, which will react almost immediately on the import trade of the capital. Present prospects are therefore that the import trade during 1921 will be active with a strong demand for agricultural implements and all manufactured goods employed in rural life and industry.

Furniture Trade.

A new development in the furniture trade is the opening this week by the Nordiska Kompaniet of its own premises in the principal shopping street of Buenos Aires. The Nordiska Kompaniet is a furniture firm with its head office and works in Stockholm, and is a newcomer to Argentina. The building erected here is entirely in the Swedish style of the early nineteenth century, and practically all the furniture exhibited has been made in the company's own factories in Sweden. A factory is being installed outside Buenos Aires which will supply the store with those articles which can be made to advantage in the Republic. The styles of furniture shown on the opening day were entirely Scandinavian and for the most part new to Buenos Aires. Whether these styles will meet with the approval of Latin taste or not remains to be seen, though it is hard to believe that a people accustomed to French and Italian styles almost exclusively can be persuaded to adopt styles so radically different from these as are the Swedish.

The trade in imported office furniture is still quiet, the bulk of the market's needs being met by the local factories. The local furniture making industry reached an advanced stage of development during the war period, when supplies were unobtainable from abroad, and it now seems certain that many years must elapse before office and household furniture can be imported on the same scale as formerly. The recently increased scale of import duties is an important factor in increasing the landed cost of imported furniture, as compared with the cost of the locally made article. Imports of furniture during the first nine months of 1919 were valued for customs purposes at $197,000, as compared with $1,326,000 during the same period of 1914.

German Hardware and Newsprint Importations.

A number of articles of German manufacture, principally hardware, tools and industrial machinery, have recently been conspicuously displayed in the retail stores in Buenos Aires. A line of aluminium kitchenware, which is prominent amongst the hardware comprises a set of eleven utensils and is being retailed at $20 gold as compared with $30 gold and over asked for a similar set of American manufacture; the

set consists of five two-handled sauce pans, two sauce pans (boilers) with wooden handles, two frying pans, a ladle and a skimmer. In the opinion of the buyer of a hardware store, this line of aluminium kitchen utensils is undoubtedly very cheap, but finish is lacking and the quality is much inferior to pre-war German standards, but it is selling rapidly because customers can no longer afford to pay the exceptionally high prices at which better quality English and American goods now have to be sold. Amongst other articles of German hardware which are being prominently displayed may be mentioned galvanized iron buckets, hammers, pincers and plyers, tacks and nails, and industrial machinery including lathes. In each case the trade reports that the quality is not equal to that which was exported from Germany before the war, but that the goods can be sold at prices from 15 per cent to 25 per cent lower than competitors' prices for similar articles.

The business manager of a daily newspaper advises that he has just placed an order with a German concern for 250 tons of newsprint at 19½ cents Argentine gold, c.i.f. Buenos Aires, as compared with 22 cents Argentine gold, c.i.f. Buenos Aires, the best price obtainable for the stated quantity in other quarters. A steamer arriving this month from Hamburg brought 2,000 rolls of newsprint, so that imports of newsprint from Germany appear to have recommenced on a substantial scale.

Building Construction in Buenos Aires.

The Director General of the National Department of Statistics has recently published a small treatise on the housing question in Buenos Aires. From the census of 1914, the following statement has been compiled showing the number of buildings, excluding the hospitals, sanatoriums, etc., classified according to the number of rooms contained in each:—

Rooms in each Building.	No. of Buildings.	Total No. of Rooms.
1	4,821	4,821
2	16,591	33,182
3	21,758	65,274
4	19,326	77,304
5	15,617	75,835
6	11,911	71,466
7	8,349	58,443
8	6,260	50,080
9	3,892	35,028
10	3,404	34,000
11 to 15	8,135	103,808
16 to 20	3,943	62,025
21 to 30	2,869	67,434
31 to 50	1,506	58,199
51 to 100	717	40,308
101 to 200	196	26,475
301 to 500	24	7,151
878	1	878
1,500	1	1,500
Without specification	2,871	—
	131,742	882,251

It will be seen that there are a number of one-roomed houses in the city, most of which belong to the occupant; these are "growing" houses in their first stage. The census has ignored the original primitive outbuilding which serves as kitchen and bathroom, but these "dependencies" will shortly be replaced by good brick built rooms, including a dining-room and drawing-room, etc.

The two-roomed houses numbering 16,660, and the three and four-roomed houses, are situated for the most part on the outskirts of the city. They are occupied for the most part by workmen of humble position who aspire to own their own houses.

The city contains 35 churches, 60 hospitals and orphanages, and 150 theatres and moving picture theatres. At the present moment there is not nearly enough accommo-

dation for the population of the city, and the scarcity of houses constitutes a really serious problem. The explanation is simple; on reference to the subjoined table it will be seen that building construction has been little less than paralyzed during the last five years. More office buildings, more theatres, clubs, hotels, restaurants, schools and dwelling houses are wanted. The following table shows the number of building permits granted by the municipality during the last 25 years.

Year.	No. of permits.	Building space in sq. metres.	Value of the building in $ m/n.*
1895	2,509	484,840	18,423,920
1896	3,587	693,180	29,113,560
1897	3,168	611,335	26,920,740
1898	3,291	636,030	29,257,380
1899	3,532	682,550	32,762,400
1900	3,928	593,487	29,080,863
1901	3,768	649,944	32,497,200
1902	5,280	543,787	28,800,000
1903	5,338	618,091	33,000,000
1904	5,541	789,618	44,900,000
1905	8,061	1,030,479	6,828,740
1906	10,448	1,345,891	87,482,915
1907	14,489	1,742,044	121,943,080
1908	14,182	1,589,429	119,207,175
1909	14,534	2,251,111	168,833,325
1910	19,538	2,868,141	215,110,575
1911	18,490	2,844,855	199,139,850
1912	14,620	2,165,725	140,772,125
1913	13,958	2,191,141	142,424,165
1914	8,500	952,418	57,145,080
1915	6,526	495,488	29,729,280
1916	5,601	379,972	22,795,320
1917	5,515	310,246	22,200,000
1918	5,812	392,333	33,100,000
1919	6,675	465,614	44,500,000
1920	6,149	619,093	75,050,000

*$1 m/n=.44 Canadian.

The figures for 1920 relate to the first six months of the year.

The article concludes with the assertion that what has been published during recent months by competent men who have studied the housing question in Buenos Aires, tends to establish that the only remedy to the present situation is to construct, on a large scale, but economically and rapidly.

TRADE AND ECONOMIC POSITION OF THE BRITISH WEST INDIES.

The following are exports from an article on the British West Indies which was published in the British *Board of Trade Journal* for November 11:—

The groups of islands and adjacent territories on the mainland of Central and South America—known generally as the British West Indies—are distributed over thousands of miles of ocean. From the Bahamas in the north to the boundaries of British Guiana in the south there stretches a space as wide as that which separates Newfoundland from Ireland. Jamaica, the most important island in the Western Group, is 800 miles from the port of Nassau in the Bahamas to the north, and nearly as far from British Honduras to the west. But though the principal colonies in the Western Group are so widely spread apart they are adjacent in comparison with the distances which separate them from the members of the Eastern Group. Trinidad, at the southern end of the Lesser Antilles, and hard by the coast of Venezuela, is 1,200 miles from Jamaica and 2,000 miles from British Honduras. British Guiana, some 600 miles in length, lies still farther to the south of Trinidad.

Communication between the islands and colonies of the Eastern Group is maintained by a fortnightly service from Canada, but there is no direct means of communication between the two groups, nor is there any regular and frequent steamship service between the members of the Western Group. Wide ocean distances and poor commu-

nication make it very difficult for H.M. Trade Commissioner in Trinidad to keep in touch with the varying commercial conditions throughout the whole series of the British West Indies.

IMPORTS AND EXPORTS, REVENUE AND EXPENDITURE.

The relative commercial importance of the different colonies is shown in the following statement of their total trade last year:—

Colony.	Imports.	Exports.	Total.
Trinidad and Tobago	£ 5,254,126	£ 6,293,480	£11,547,606 (*a*)
Jamaica	5,085,515	5,627,328	10,712,843
British Guiana	3,275,380	3,925,400	7,200,780 (*b*)
Barbados	3,893,458	3,305,382	7,198,840
British Honduras	978,170	926,835	1,905,005
Grenada	438,110	637,369	1,075,479
Bahamas	539,242	382,140	921,382
St. Lucia	322,769	430,192	752,961
St. Kitts-Nevis	300,000 (*c*)	365,000 (*c*)	665,000 (*c*)
Antigua	310,000 (*c*)	344,338	654,338 (*c*)
Dominica	203,360	256,789	460,149
St. Vincent	185,128	153,892	339,020
Montserrat	68,795	102,057	170,852
Virgin Islands	19,709	13,360	33,069
Totals	£20,873,762	£22,763,562	£43,737,310

(*a*) Excluding goods in transit, the value of which was £963,108.
(*b*) Excluding goods in transit, the value of which was £315,432.
(*c*) These figures are estimates only, the final statistics of these colonies not being available.

About 40 per cent of the revenue raised in the British West Indies comes from Customs duties, and in the following table are given from some of the colonies particulars which show their general economic position:—

Colony.	Revenue per head of population.	Expenditure per head of population.	Imports per head of population.	Exports per head of population.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Trinidad	3 9 5	3 7 9	13 12 0	16 5 8
Jamaica	1 5 11	1 7 2	5 0 0	5 10 0
British Guiana	2 15 2	2 9 5	10 16 7	9 16 9
Barbados	1 16 3	1 16 10	19 15 0	16 15 0
Grenada	1 9 0	1 10 0	5 18 6	8 12 3
Bahamas	1 16 5	1 13 3	9 1 3	6 8 6
Leeward Islands	1 8 6	1 9 10	6 12 0	7 19 0
St. Vincent	0 16 4	0 14 0	3 12 6	3 0 0

FINANCIAL POSITION.

Just before the outbreak of war the finances of the West Indies were in a very precarious condition owing to the low level of prices of all agricultural commodities; properties were being heavily mortgaged, the banks were anticipating the carrying over of loans to the following year, and deposits were fairly stagnant. But the outbreak of the war entirely changed the aspect, and according to His Majesty's Trade Commissioner, Mr. Pavitt, the West Indies to-day are experiencing an unprecedented era of prosperity. Mortgages in many instances have been liquidated, bank loans against crops of all descriptions are met promptly on the marketing of the results, and plantations are changing hands at high values. Bank deposits have risen beyond all previous experience, and there is a great deal of floating money throughout the islands. Though advances have also increased this is due chiefly to the financing of real estate speculation; bank credits have been liberal owing to the present prices and the anticipated good returns for at least two or three years longer. The present and proposed

banking facilities would appear adequate for the amount of the trade and commerce of the West Indies, and no responsible banking credits are refused. Owing to the increased prices of all products and increased value of labour all banking figures are much higher than in prewar times. There has been, however, no increase in interest rates, which vary from 6 per cent to 8 per cent per annum, according to the quality of loans and length of time required. The banks and important merchant firms finance all crop operations and carry their advances from the beginning of cultivation till the produce is marketed and paid for abroad. As the total trade of the West Indies amounts to over £43,000,000, it will be seen that the banks carry heavy loans at certain seasons of the year, when the exports are at their height.

EFFECTS OF WAR ON TRADE.

The abnormal increase in the value of the staple products of these colonies during the war has brought great prosperity to the planters and dealers, and also to the merchants and storekeepers. Sugar and other estates, at one time on the verge of bankruptcy, have changed hands at fabulous sums, and capitalists have found it difficult to find an outlet for their money, which it has therefore been possible to borrow at very low rates of interest. The effect of this has been that many industries have been or are being reorganized, and that many development schemes in connection with the roads, railways, harbours, sanitation, etc., have been brought up for consideration. The shortage of labour and the high cost of imported material, however, have acted as deterrents to progress.

The factors that influenced external trade during last year were:—

(1) the depreciation of sterling as compared with United States currency, and, to a lesser degree with Canadian currency,
(2) The difficulty, which in some cases amounted to an impossibility of obtaining machinery and materials for local industries,
(3) The high price of all imported goods, and
(4) Labour conditions.

INVOICE REQUIREMENTS AND CONSULAR REGULATIONS OF OTHER COUNTRIES.

British West Indies.

The following information has been compiled from data obtained from official sources:

The customs requirements of the British West Indies respecting invoices and declarations of origin for imported goods are practically the same in the various colonies. The principal feature of these regulations, so far as Canada is concerned, is the certificate of origin which must accompany goods intended to be entered at the preferential rates of duty provided for in the Canada-West Indies Trade Agreement. When the first agreement came into effect in 1913, the colonies concerned adopted a uniform declaration of origin, which may still be used by Canadian exporters. The colonies included in the 1913 agreement were: Dominica, Antigua, St. Kitts-Nevis, Montserrat, Grenada, St. Vincent, St. Lucia, Trinidad and Tobago, Barbados, and British Guiana. Until otherwise announced, it may be assumed that the same certificate of origin will be accepted in the colonies which ratify the 1920 agreement recently entered into. The parties to the 1920 agreement include all the colonies in the old agreement, and in addition thereto, Jamaica, Bahamas, Bermuda, Virgin Islands, and British Honduras. It should be noted that while the 1913 agreement covered only a limited list of articles, the 1920 agreement includes all dutiable imports.

CERTIFICATE OF ORIGIN.

Following is a copy of the form of declaration referred to:—

Form I.

CERTIFICATE OF ORIGIN FOR ENTRY UNDER THE CANADA-WEST INDIES PREFERENTIAL TARIFF OF ARTICLES CONSIGNED DIRECT FROM THE COUNTRY OF ORIGIN OR MANUFACTURE.

(1) Insert the word, partner, manager, chief clerk or principal official, giving rank as the case may be.

(2) Country of origin or manufacture.

(3) Port of ultimate destination.

(4) Address.

(5) Country of manufacture.

I,.....hereby certify that I am (1)..... ..... of ..... the exporter(s) of the articles included in this certificate, and that I am duly authorized to make and sign this certificate on behalf of the said exporter(s).

I have the means of knowing and I do hereby certify that the merchandise designated below is of (2)..... growth, produce or manufacture, which merchandise is to be shipped to (3).....consigned to..... .....merchant at (4)..... And I further certify that I have the means of knowing that in the case of manufactured goods a substantial portion of the labour of (5) .....has entered into the production of every manufactured article included in this certificate of origin, to the extent in each article of not less than one-fourth of the value of every such article in its present condition.

Name and address of exporter:

.....

Port of shipment:

.....

Marks.	Numbers.	Number and Description of Packages and Description of Goods.	Quantity.	Value.

So certified under my responsibility.

Signature.

.....

Dated at.....this.....day of.....19....

(This certificate ceases to be valid after six months from date of issue.)

NO SPECIAL INVOICE FORM.

Apart from the above declaration applicable to goods for which preferential tariff is claimed, no particular form of invoice has been prescribed. The declaration may be a separate document or may be printed on the regular invoice. When the declaration is a separate document, the details as to quantity, value, etc., should be carefully filled in, in order to make possible identification of the goods. Separate certificates of origin have been favoured by Trinidad and Barbados but only to avoid surrender of the commercial invoice to the Customs. With respect to any of the colonies, when the declaration is printed on the invoice it is important that invoices should be, at least, in duplicate. It is necessary that the declaration of origin should remain with the Customs. Most of the colonies have ruled that the country of origin should be stated on invoices whether or not the goods are to be entered under the preferential tariff. Others state that the country of origin must be given by the importer for statistical or other purposes. It would be apparent, therefore, that it is desirable that exporters in all cases give the country of origin on their invoices. For actual customs purposes, invoices are not required in duplicate. It would, however, be advisable for exporters to always furnish extra copies of invoices in order that there may always be a copy for the consignee or other party interested in the shipment.

IMPORTANCE OF FURNISHING INVOICES.

It is important that Canadian exporters attend to the matter of furnishing invoices promptly and in proper form. The arrival of goods in the West India colonies without the proper invoice makes trouble for both the consignee and the customs authorities. When the goods are released under these circumstances it entails the deposit of extra duty. Later on proper invoices must be produced and the payment of duty adjusted. In Trinidad the deposit referred to covers about twice the respective duty. In Barbados, the Collector of Customs fixes a value, but the invoice must be produced later and duty finally adjusted. In Dominica an excess duty of 25 per cent is deposited in the case of goods subject to ad valorem duty. In Montserrat, if the goods are not held in bond for the production of the proper invoice, the practice is to demand from business houses a depost equal to 150 per cent of the probable duty. In St. Vincent 25 per cent in excess of the probable duty is taken on deposit. In Grenada an extra 50 per cent of the duty is taken on deposit pending production of proper invoices. The practice in St. Kitts-Nevis is to take a deposit of three times the estimated duty. In Antigua and St. Lucia entry is made on a basis of appraisement approved by the Customs. It will be noted in all these cases that in the absence of proper invoices the procedure entails a lot of trouble.

SHIPMENTS NOT SENT DIRECT.

A different form of certificate of origin was designed to cover shipments which are not sent direct from the country of origin or manufacture. Canadian goods, for example, may be shipped first to Barbados and from there reconsigned to another colony. Another example is when goods are shipped in transit through the United States. Following is the certificate of origin in use by most of the colonies under such circumstances as these:—

Form II.

CERTIFICATE OF ORIGIN FOR ENTRY UNDER CANADA-WEST INDIES PREFERENTIAL TARIFF OF ARTICLES NOT CONSIGNED DIRECT FROM THE COUNTRY OF ORIGIN OR MANUFACTURE.

(To be attested to in British Countries before a Collector or other principal officer of Customs, Notary Public or other official authorized to administer oaths, and in other countries before a British Consul.)

(1) Country of origin or manufacture.

(2) Port of ultimate destination.

(3) Address.

(4) Country of manufacture.

I,..... certify that M..... being a duly authorized representative of M..... (producer or manufacturer, merchant or trader) of..... .....has declared before me on his responsibility that the merchandise designated below is of (1)..... growth, produce or manufacture as shown by reliable invoices presented to me by the exporter, which merchandise is to be shipped to (2).....consigned to..... merchant at (3).....and he further declares that in the case of manufactured goods a substantial portion of the labour of (4)..... has entered into the production of every manufactured article included in this certificate of origin to the extent in each article of not less than one-fourth of the value of every such article in its present condition.

He also declares that the undermentioned goods are in the original packages in which they were exported from ....., and that such goods have been under continuous Customs supervision whilst in..... and have not been altered in nature, quality of value since their exportation from.....

Name and address of exporter:

.....

Port of shipment:

.....

Marks.	Numbers.	Number and Description of Packages and Description of Goods.	Quantity.	Value.

So declared under my responsibility.

.....
Signature of Declarant.

.....
Signature and seal (if any) of the issuing authority.

Dated at.....this.....day of.....19....
(This certificate ceases to be valid after six months from date of issue.)

BRITISH GUIANA REQUIRES BILL OF LADING.

Form II, however, has been abandoned by British Guiana. Form I is the only certificate accepted. When goods are shipped via the United States, British Guiana requires, in addition to the certificate of origin, which must be made in Canada, a copy of the railway bill of lading which accompanied the goods from Canada to the United States. This bill of lading must be certified by the Customs of Canada at point of shipment. Form II, however, is used in Trinidad, Barbados, Grenada, St. Kitts-Nevis, St. Vincent, St. Lucia, Dominica, and probably some of the others when goods are not shipped direct.

WHEN ATTESTED CERTIFICATES ARE NECESSARY.

It will be noted that the declaration on Form II must be attested before some authority, while in the case of Form I, for goods consigned direct, the declaration need be verified only by the signature of the exporter.

MARKING PACKAGES.

The regulations with respect to marking and numbering of packages are of a general nature. Shippers should mark cases, etc., plainly and see that the marks agree with those on the invoice and bill of lading.

THE PORT OF SALONIKA.

Salonika, the ancient Thessalonica, a seaport of Greece, in the Department of Macedonia, was ceded by Turkey at the close of the Balkan wars in 1913. It was formerly the capital of a Turkish vilayet of the same name. Situated in the Gulf of Salonika in the Aegean Sea, 315 miles southwest of Constantinople, the town occupies a fortified slope and, surrounded by cypresses and lofty white walls, ascends the shore in triangular form. The architecture is characteristically Oriental. Under Greek rule conditions have improved and the population increased between 1915 and 1919 from 150,000 to 250,000. The entrance to the bay is ten miles from the town. The harbour accommodates seven large steamers and has a breakwater 1,900 feet long. Work with lighters is difficult in summer owing to unfavourable sea breezes. The imports include textiles, paints, linseed and cotton oil, metals, hardware, machinery, coal and sewing machines, and the exports, grain, cotton, wool, tobacco, beeswax, honey, ores, opium and poppy seed. Preceding the cession, the town surrendered to the Greeks during the first Balkan war in November, 1912. In the course of the Great War Salonika was a scene of international complications, owing to the failure of Greece to implement her engagement to come to the assistance of Serbia against Bulgaria.

APPLE PRICES IN THE UNITED KINGDOM.

The following cablegrams have been received from Mr J. Forsyth Smith, Canadian Fruit Trade Commissioner, Liverpool:—

MANCHESTER, November 25: New York Baldwins 53 to 56s., Virginia York Imperials 55 to 60s. per barrel. California Newtowns 19 to 20s. per box.

BRISTOL, November 24: Ex ss. *Turcoman* and *Verentia,* Baldwin No. 1 60 to 66s., slacks 48 to 55s., No. 2 55 to 64s., slacks 42 to 52s., Domestic 54s., No. 3 50s., Greening, best No. 1's 62 to 64s., average 55 to 60s., No. 2 49 to 56s., Golden Russet No. 1 64 to 68s., No. 2 60 to 68s., Spy No. 1 57 to 66s., No. 2 57 to 64s., Cranberry No. 1 61 to 64s., King No. 1 58 to 65s., No. 2 56 to 61s., Domestic 58s., Peewaukee No. 1 48 to 53s., No. 2 40 to 48s., Domestic 43s., No. 3 37s., Stark No. 1 58 to 61s., No. 2 55 to 58s., Domestic 55s., No. 3 47 to 50s., Ontario No. 1 38 to 42s., Domestic 30s., Blenheim slacks No. 1 33s., No. 2 30s.

GLASGOW, November 26: Virginia York Imperials 59 to 68s., Ben Davis 61 to 64s., New York Baldwins 65 to 68s., Ben Davis 58s., Oregan Jonathans, Extra Fancy and Fancy 23s. 6d., "C" grade 21 to 22s., Winter Banana, fancy 23s. 6d., Delicious, fancy 22 to 23s., "C" grade 21 to 22s., Wagener, fancy 22s., Salome 22 to 23s., Greening 23s. 6d., Snow 23s. 6d. Eager market for boxes.

LIVERPOOL, November 26: 4,239 barrels Ontario apples ex. ss. *Megantic,* Golden Russet No. 1 60s., Baldwin No. 1 55 to 63s., No. 2 54 to 60s., Greening No. 1 64 to 68s., No. 2 59 to 63s., Spy No. 1 60 to 61s., No. 2 51 to 55s., Ben Davis No. 1 51 to 56s., No. 2 51 to 52s., No. 3 48s., Stark No. 1 56 to 57s., No. 2 55s., Domestic 51s., Peewaukee No. 2 49s., No. 3 45s., Cranberry No. 1 60 to 62s., No. 2 58s., No. 3 52s., Tolman No. 1 55s., No. 2 45 to 50s. 210 boxes British Columbia apples ex ss. *Megantic,* small sizes, sold at 18 to 21s. Virginia York Imperials 62 to 68s., Slacks 52 to 64s. Idaho Jonathans, fancy 21 to 22s., David, jumble pack, 16s.

LONDON, November 26: British Columbia apples ex ss. *Scotian,* Jonathan 17 to 22s., Grimes Golden 17 to 20s., Cox Orange 22 to 23s. 6d., Nonsuch 20 to 21s. Ontario apples ex ss. *Scotian,* Baldwin No. 1 55 to 60s., No. 2 50 to 55s., Stark No. 1 50 to 55s., No. 2 50s., Greening No. 1 55 to 60s., Slacks 45 to 50s., No. 2 55s., Slacks 45 to 50s., Golden Russet No. 1 62 to 68s., No. 2 60 to 65s., Peewaukee No. 1 and No. 2 45 to 50s., Fallawater No. 1 55s., No. 2 50s., Ben Davis No. 1 52s. 6d., No. 2 50s., King No. 1 60s. Ontarion boxed apples ex ss. *Scotian,* Baldwin No. 1 18 to 19s., Spy No. 1 22s., No. 2 20s., Wagener No. 1 19s., Greening No. 1 17 to 18s., Oregon Newtowns 22 to 23s. 6d., California Newtowns 18 to 21s. London box market weak. Heavy American box arrivals expected in all markets.

SOUTHAMPTON, November 30: 30,000 boxes California and Washington apples ex ss. *Eemdijk,* (the first all-water transport via Panama Canal under refrigeration) condition absolutely satisfactory; Calfornia Newtowns 17 to 21s., Washington Davids, Extra Fancy, 17 to 18s., Fancy 17 to 17s. 9d., Jonathan, Extra Fancy, 17 to 19s. 6d. Fancy 17 to 19s. 6d., "C" grade 16 to 17s., Grimes Golden, Extra Fancy 16s. 3d. to 17s. 9d., Wagener, Extra Fancy 16 to 17s. 6d., Combination grade 16 to 16s. 6d., Delicious 15 to 17s. 9d.; California Easter Beurre pears, half boxes, 14 to 16s 6d.

GLASGOW, November 30: Market weakening. Virginia York Imperials 55 to 60s., Ben Davis 54 to 56s., Winesaps 63 to 64s.

LIVERPOOL, November 29: 3,005 barrels and 200 boxes Nova Scotian apples ex ss. *Thistlemore,* Greening No. 1 44 to 50s., Domestic 44 to 46s., No. 3 30s., Baldwin No. 1 46 to 51s., No. 2 45 to 49s., Domestic 43 to 46s., No. 3 38 to 42s., Stark No. 1 47 to 51s., No. 2 46 to 48s., Domestic 46 to 48s., No. 3 38 to 42s., Wagener, slacks, No. 1 49 to 50s., Spy No. 1 50s., No. 3 44s., King No. 1 45 to 50s., Domestic 45 to

47s., No. 3 42 to 46s., Blenheim No. 1 48 to 52s., No. 2 49s., Domestic 46 to 47s., Mann 50s., Fallawater No. 1 51 to 52s., No. 2 48 to 49s., Domestic 48s., No. 3 41 to 44s; Boxes, Golden Russet No. 1 23s. 6d., Baldwin 18 to 18s. 9d., Stark 16 to 18s., Nonpareil 18s., Spy 21s. 6d., Ben Davis 15s. 9d. to 17s. Market weakening due to heavy prospective receipts of American boxed and barrelled apples.

(All prices are wholesale and are for Wednesday unless otherwise stated).

SEED PRICES IN ENGLAND.

The following cablegram has been received from Mr. Harrison Watson, Canadian Government Trade Commissioner in London:—

"Seed values ex warehouse London, England, choice quality based on No. 2 Canadian grades, London funds, per 112 pounds: red clover, 160s. to 180s.; alsike, 290s. to 220s.; timothy, 65s. to 70s.; alfalfa, 150s. to 165s."

Mr. Watson is including in his despatches prices of alfalfa in addition to red clover, alsike, and timothy. Reduced to dollars and cents, value of red clover in London would be 34·3 to 38·6 cents per pound; of alsike, 42·9 to 47·1 cents per pound; of timothy, 13·9 to 15 cents per pound; and of alfalfa, 32·1 to 35·3 cents per pound.

FORTHCOMING EXHIBITIONS AND FAIRS.

United Kingdom.

British Industries Fair—
White City, London, February 21st-March 4th, 1921.
Birmingham, same period.
Glasgow, February 28th-March 11th.

Clothing, Outfitting and Woollen Trades Exhibition—
Royal Agricultural Hall, March 8th-18th. Apply to:—International Trade Exhibitions, Ltd., Broad Street House, New Broad Street, London, E.C.2.

Drapery Textile and Women's Wear Exhibition—
Royal Agricultural Hall, April 4th-15th. Apply to:—International Trade Exhibitions, Ltd., Broad Street House, New Broad Street, London, E.C.2.

International Building Trades Exhibition—
Olympia, April. Apply, Directors, 43, Essex Street, Strand, W.C.2.

Glasgow Bakers', Grocers', Confectioners' and Allied Trades Exhibition—
Kelvin Hall, April 5th-15th, 1921.

International Rubber Exhibition—
London, June, 1921.

London Fair and Market—
Royal Agricultural Hall, July 4th-15th, 1921. Apply to:—International Trade Exhibitions, Ltd., Broad Street House, New Broad Street, London, E.C. 2.

Other Countries.

Ceylon Motor Show—
Colombo. January 22nd-29th.

Delhi Motor Show—
February 7th.

Witswatersrand Agricultural Show (including Machinery and Motor Sections)—
March 23rd-28th.

Lyons Fair—
March 1st-15th. (Building, engineering, hardware, metallurgy, agricultural machinery and foodstuffs.)

Peking Industrial Exhibition—
March, 1921.

Brussels Commercial Fair (International)—
April 4th-20th. Apply to:—Foire Commerciale Bruxelles, Grand Place 19, Bruxelles.

Bale Sample Fair (5th Swiss)—
April 16th-26th.

Algiers Agricultural Show and Exhibition Fair—
Apply to:—M. Celestin Granier, Commissaire Général, 4, Rue Maréchal Bosquet, Algiers.

Ghent International Architectural and Building Exhibition—
Spring, 1921.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Public and Private Terminal Elevators, Interior Terminal Elevators, Western Country Elevators, and at Public Elevators in the East; also U.S. Atlantic Seabord Ports.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending November 26, 1920.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
Fort William—	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
C. P. R.	2,535,871	702,290	129,382	.....	146,123	2,513,666
Empire Elevator Co.	Now operating under a Private Terminal Elevator License.					
Consolidated Elevator Co.	981,128	46,071	9,658	32,896	.....	1,069,753
Ogilvie Flour Mills Co.	615,854	69,552	80,815	.....	1,158	767,379
Western Terminal Elevator Co.	1,086,669	104,681	20,142	87,947	6,298	1,303,737
G. T. Pacific	1,591,928	666,055	64,211	69,256	24,980	2,416,430
Grain Growers' Grain Co.	798,616	487,771	63,728	.....	14,252	1,364,367
Fort William Elevator Co.	451,950	183,975	43,259	54,431	13,633	747,248
Eastern Terminal Elevator Co.	Now operating under a Private Terminal Elevator License.					
Northwestern Elevator Co.	474,206	30,415	10,133	44	*29	514,769
Port Arthur—						
Port Arthur Elevator Co.	2,624,212	766,277	298,315	606	34,181	3,723,591
Sask. Co-op. Elevator Co.	2,686,070	286,146	17,459	94,237	12,696	3,096,608
Canadian Government Elevator.	398,710	435,169	83,688	414,380	26,661	1,358,608
Thunder Bay	Now operating under a Private Terminal Elevator License.					
Davidson and Smith.	90,938	5,049	3,464	.....	2,999	102,450
Eastern—Richardson	Now operating under a Private Terminal Elevator License.					
Total Public Terminal Elevators.	14,336,152	3,783,451	824,254	753,797	282,952	19,980,606
Total Private Terminal Elevators.	1,110,870	963,794	121,252	152,668	13,061	2,361,645
Saskatoon Can. Govt. Elevator.	22,532	29,151	181	1,654	.....	53,518
Moosejaw Can. Govt. Elevator.	63,832	54,514	.....	2,005	2,649	123,000
Calgary Can. Govt. Elevator.	159,970	334,750	27,794	634	95	523,243
Vancouver Can. Govt. Elevator.	3,830	.....	.....	.....	.....	3,830
Total Interior Terminal Elevators.	250,164	418,415	27,975	4,293	2,744	703,591
Depot Harbour			None in store.			
Midland—						
†Aberdeen Elevator Co.	322,129	109,875	.....	.....	.....	432,004
Midland Elevator Co.	416,038	277,965	.....	.....	70,280	764,283
Tiffin, G.T.P.	1,166,824	341,089	16,984	.....	43,974	1,568,871
Port McNicoll	557,875	534,093	108,455	50,402	.....	1,250,825
Collingwood	.....	.....	.....	.....	.....	–
Goderich—						
Elevator and Transit Co.	213,572	187,875	92,844	.....	.....	494,291
West. Can. Flour Mills Co., Ltd.	474,292	.....	.....	.....	.....	474,292
Toronto—						
Campbell Flour Mills Co.	16,367	14,755	.....	.....	.....	31,122
Kingston—						
Montreal Transportation Co.	.....	.....	.....	.....	.....	–
Commercial Elevator Co.	1,993	16,528	3,956	.....	.....	22,477
Port Colborne Dom. Govt. Elevator.	31,984	.....	.....	.....	.....	31,984
† Maple Leaf Milling Co., Ltd.	293,346	.....	.....	.....	.....	293,346
Prescott	.....	.....	.....	.....	.....	–
Montreal—						
Harbour Commissioners Nos. 1 & 2.	457,939	367,044	119,848	.....	.....	944,831
Montreal Warehousing Co.	263,512	20,634	32,560	.....	.....	316,706
Ogilvie Flour Mills Co.	272,965	.....	2,775	.....	.....	275,740
Quebec Harbour Commissioners.	.....	68,465	.....	.....	.....	68,465
West St. John, N.B., C.P.R.	271,796	.....	1,377	.....	.....	273,173
St. John, N.B., Can. Nat. Rys.	47,929	.....	.....	.....	.....	47,929
Halifax, N.S., " "	.....	.....	.....	.....	.....	–
Total Public Elevators.	4,808,561	1,938,323	378,799	50,402	114,254	7,290,339
Country Elevators.	28,874,004	8,605,651	2,224,401	1,666,587	.....	41,370,643
U.S. Atlantic Seaboard Ports—						
Portland, Maine.			Not operating.			
Baltimore, Maryland.	608,884	.....	.....	.....	64,932	673,816
Total U.S. Atlantic Seaboard Ports.	608,884	.....	.....	.....	64,932	673,816
Total quantity in store.	49,988,635	15,709,634	3,576,681	2,627,747	477,943	72,380,640

†Week ending Nov. 19, 1920. *Overshipped.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Public Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East, for the week ended November 26, 1920.

Grades.	Account Imperial Government	Public Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard		19,397	6,967		26,364
No. 1 Northern		6,655,771	77,911	1,910,840	8,644,522
No. 2 "		3,183,238	28,928	1,209,839	4,422,005
No. 3 "		3,024,940	13,072	1,009,420	4,047,432
No. 4 Wheat		650,558	7,033	224,990	882,581
No. 5 "		155,642	1,696		157,338
No. 6 "		35,898	84		35,982
Other		610,708	114,473	453,472	1,178,653
Totals		14,336,152	250,164	4,808,561	19,394,877
Oats—					
No. 1 C.W					
No. 2 "		724,775	163,903	293,218	1,181,896
No. 3 "		1,391,406	106,151	644,807	2,142,364
Ex. No. 1 Feed		173,866	21,207	3,821	198,894
No. 1 Feed		291,852	14,005	236,744	542,601
No. 2 "		613,543	7,694	481,035	1,102,272
Other		588,009	105,455	278,698	972,162
Totals		3,783,451	418,415	1,938,323	6,140,189
Barley—					
No. 3 extra C.W		1,927			1,927
No. 3 C.W		306,273	4,464	104,784	415,521
No. 4 "		271,219	9,578	26,031	306,828
Feed		79,426	390	138,604	218,420
Rejected		54,171	4,650	92,857	151,678
Other		111,238	8,893	16,523	136,654
Totals		824,254	27,975	378,799	1,231,028
Flax—					
No. 1 Northwestern Canada		512,424	2,638	50,402	565,464
No. 2 C.W		147,028	1,056		148,084
No. 3 "		56,994	124		57,118
Rejected			475		475
Other		37,351			37,351
Totals		753,797	4,293	50,402	808,492
Rye—					
No. 1 C.W		113,336			113,336
No. 2 "		130,777	2,649	43,974	177,400
No. 3 "					
Rejected		7,757	19		7,776
Other		31,082	76	70,280	101,438
Totals		282,952	2,744	114,254	399,950
Total quantity in store		19,980,606	703,591	7,290,339	27,974,536

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

Quantity of Wheat and other Grain in store at Public Terminal Elevators, Private Terminal Elevators, Interior Terminal Elevators, Country Elevators, U.S. Atlantic Seaboard Ports and Public Elevators in the East, on November 26, 1920, with comparisons for five years.

	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
November 26, 1920—			
Public Terminal Elevators	14,336,152	5,644,454	19,980,606
Private " "	1,110,870	1,250,775	2,361,645
Interior " "	250,164	453,427	703,591
Country Elevators	28,874,004	12,496,639	41,370,643
U.S. Atlantic Seaboard Ports	608,884	64,932	673,816
Public Elevators in the East	4,808,561	2,481,778	7,290,339
Total	49,988,635	22,392,005	72,380,640
November 28, 1919—			
Public Terminal Elevators	4,319,297	3,843,530	8,162,827
Interior " "	2,234,226	917,576	3,151,802
Public Elevators in the East	13,312,217	2,864,760	16,176,977
Total	19,865,740	7,625,866	27,491,606
November 29, 1918—			
Public Terminal Elevators	7,624,179	4,722,503	12,346,682
Interior " "	2,797,860	1,078,313	3,876,173
Public Elevators in the East	12,655,759	928,283	13,584,042
Total	23,077,798	6,729,099	29,806,897
November 30, 1917—			
Public Terminal Elevators	6,357,873	6,151,030	12,508,903
Interior " "	115,308	1,000,128	1,115,436
Public Elevators in the East	13,902,046	2,592,342	16,494,388
Total	20,375,227	9,743,500	30,118,727
December 1, 1916—			
Public Terminal Elevators	12,519,729	8,043,801	20,563,530
Interior " "	521,404	215,560	736,964
Public Elevators in the East	6,215,216	11,020,435	17,235,651
Total	19,256,349	19,279,796	38,536,145
December 3, 1915—			
Public Terminal Elevators	9,234,914	6,273,259	15,508,173
Interior " "	664,016	76,272	740,288
Public Elevators in the East	7,464,795	5,427,940	12,892,735
Total	17,363,725	11,777,471	29,141,196

JAPAN'S POWER SCHEMES.

The wave of hydro-electric engineering that is passing over the world has not left Japan untouched says the *British Export Gazette*. Already upwards of a thousand companies, have been formed for the purpose of generating power by this means, and considerably more than a million horse-power have been developed. Further, according to a report of the Bureau of Electric Exploitation, schemes for a development of a further two million horse-power are in process of realization, with the prospect of an additional five million at a later date. Japan, be it remembered, is not like some other countries, e.g., France, Norway, and Canada, where the machinery for such schemes is locally produced, but must import most of its needs in this direction.

Receipts and Shipments of the different kinds of Canadian Grain at the Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in the Western Division, and Public Elevators in the East; also U.S. Atlantic Seaboard Ports for the week ending November 26, 1920.

PUBLIC TERMINAL ELEVATORS.

		Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.
		Bush.	Bush.	Bush.	Bush.	Bush	Bush.	Bush.
Receipts	Rail	4,970,876	785,738	372,645	138,382	83,726		6,351,367
Shipments	Vessel	6,340,924	237,644	357,013	80,426	120,776		7,136,783
	Rail	70,271	165,799	17,879		1,626		255,575

PRIVATE TERMINAL ELEVATORS.

Receipts	Rail	3,200,141	647,317	240,791	18,945	13,876		4,121,070
Shipments	Vessel	3,904,443	564,827	116,135	53,572			4,638,977
	Rail	305,743	249,898	136,210		1,125		692,976

INTERIOR TERMINAL ELEVATORS.

Receipts	Rail	55,620	156,504	12,257	605			224,986
Shipments	Rail	43,685	82,427	4,492		5,907		136,511

COUNTRY ELEVATORS, WEST DIVISION.

Receipts		9,021,321	2,135,141	600,438	347,738			12,104,638
Shipments	Rail	8,980,013	2,153,671	544,389	209,621			11,887,694

PUBLIC ELEVATORS IN THE EAST.
GEORGIAN BAY PORTS.

Receipts	Vessel	3,156,886	943,652	184,846	109,429			4,394,813
Shipments	Rail	1,930,276	256,711	178,144	47,906			2,413,037

LOWER LAKE PORTS.

Receipts	Vessel	266,819						266,819
	Rail	33,315	18,968	1,151				53,434
Shipments	Vessel	185,666						185,666
	Rail	109,740	8,223					117,963

ST. LAWRENCE PORTS.

Receipts	Vessel	99,199	9,485					108,684
	Rail	150,561	162,439	22,521				335,521
Shipments	Vessel	917,786	102,459	173,416				1,193,661
	Rail	1,153	105,399	3,435				109,987

SEABOARD PORTS.

Receipts	Rail	319,725						319,725
Shipments	Vessel							

TOTAL, PUBLIC ELEVATORS IN THE EAST.

Receipts	Vessel	3,522,904	953,137	184,846	109,429			4,770,316
	Rail	503,601	181,407	23,672				708,680
Shipments	Vessel	1,103,452	102,459	173,416				1,379,327
	Rail	2,041,169	369,333	181,579	47,906			2,639,987

U.S. ATLANTIC SEABOARD PORTS.

Receipts	Rail	175,681				2,505		178,186
Shipments	Vessel	376,310				2,774		379,084

Quantities of United States Grain in Store, Received and Shipped at the Public Elevators in the East for the week ending November 26, 1920, in comparison with the same period last year.

	Wheat.	Oats.	Barley.	Rye.	Corn.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.	Bush.
Depot Harbour Elevator		40,878			224,184	265,062
Aberdeen Elevator Midland		134,203				134,203
Midland, Elevator	118,000					118,000
Tiffin, G.T.P. Elev	65,199			136,309		201,508
Pt. McNicholl C.P.R.	168,184				159,149	327,333
Goderich Elev. & Transit Co.					19,830	19,830
Montreal Harbour Commissioners, Elev. 1 and 2				1,459	101,176	102,635
West St. John, N.B.	91,002					91,002
Totals	442,385	175,081		137,768	504,339	1,259,573
Same period last year	63,957		50,323	258,019	708	373,007

GEORGIAN BAY PORTS.

	Receipts.		Shipments.	
	Water.	Rail.	Water.	Rail.
	Bush.	Bush.	Bush.	Bush.
Wheat	125,860			352,576
Oats				36,000
Rye	205,778			69,468
Corn				319,864

ST. LAWRENCE PORTS.

Barley			1,336	–
Rye			3,212	–
Corn				12,148
*Corn				*5,000

SEABOARD PORTS.

Wheat		91,002		

*Argentine Grain.

CERTIFICATES OF ORIGIN FOR CREECE.

The Acting Consul General of Greece for Montreal, under date of December 1, sent the following information to the Commercial Intelligence Branch of the Department of Trade and Commerce:—

"Regarding documentary requirements for purposes of export to Greece, I beg to inform you that according to a circular recently received by this office a certificate of origin is required of no standard form, issued by the nearest board of trade or other authorized officers, and legalized by the consulate of Greece, the fees for the legalization being $4.40. I should be very much obliged if you would give this letter the utmost publicity, in order to facilitate matters for the interested concerns."

NEW INCORPORATIONS.

Dominion.

United Oil Shales Company, Limited. Incorporators: Arthur Courtney Kingstone and Murton Adams Seymour, barristers-at-law; and others—all of St. Catharines. Capital $750,000. Chief place of business, Niagara Falls.

Office Equipment Company of Canada, Limited. Incorporators: William Andrew Hayman and Percy Nathaniel Jacobson, merchants; and others—all of Montreal. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of business, Montreal.

Keno Hill, Limited. Incorporators: William Walter Perry, company secretary; and others—all of Toronto. Capital $1,000,000, divided into 1,000,000 shares of $1 each. Chief place of business, Toronto.

The Diamond Bruch Company, Limited. Incorporators: Michael Joseph Sales, caterer; Gordon Elliott Gynn, contractor; and others—all of Toronto. Capital $500,000, divided into 20,000 shares of $25 each. Chief place of business, Toronto.

Wallaceburg Glass, Limited. Incorporators: Arthur St. Clair Gordon, Donald Dean Gordon and Dudley Alexander Gordon, manufacturers; and others—all of Wallaceburg, Ont. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of business, Wallaceburg.

W. & J. Sharples, Limited. Incorporators: William Power, merchant; John George Levie, manager, of Quebec; and others. Capital $1,500,000, divided into 15,000 shares of $100 each. Chief place of business, Quebec.

K. A. Morrison Construction Company, Limited. Incorporators: Kenneth Allan Morrison, contractor; and others—all of Quebec. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of business, Quebec.

Soda Deposits, Limited. Incorporators: Alexander Hannah, Leonard Walter Brockington, barristers-at-law; and others—all of Calgary. Capital $1,000,000, divided into 100,000 shares of $10 each. Chief place of business, Calgary.

Cook's Friend Baking Powder Company, Limited. Incorporators: George Gabriel Ulmer, senior, manager; and others—all of Westmount. Capital $300,000, divided into 3,000 shares of $100 each. Chief place of business, Montreal.

Ontario.

Mackenzie River Oil, Limited. Incorporators: Charles Henry Kemp and John Clark Thomson, solicitors; and others—all of Toronto. Capital $5,000,000, divided into 5,000,000 shares of $1 each. Chief place of business, Toronto.

Canada Tanning Company, Limited. Incorporators: George Henry Riches; and others—all of Toronto. Capital $100,000. Chief place of business, Simcoe.

Bowes Milk Products, Limited. Incorporators: George McClure Willoughby and John Christopher Tuthill, solicitors; and others—all of Toronto. Capital $500,000, divided into 5,000 shares of $100 each. Chief place of business, Toronto.

Lion Woollen and Silks Company, Limited. Incorporators: Harry Kamarner, merchant; and others—all of Toronto. Capital $150,000, divided into 1,500 shares of $100 each. Chief place of business, Toronto.

Bousquet Gold Mines, Limited. Incorporators: Norman Stuart Caudwell and Norman Batten McPherson, barristers-at-law; and others—all of Toronto. Capital $2,000,000, divided into 2,000,000 shares of $1 each. Chief place of business, Toronto.

Dominion White Lime Company, Limited. Incorporators: Isaac Taylor, commercial traveller, of Toronto; and others. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of business, Windsor.

Toronto Oil Company, Limited. Incorporators: Craig Allan St. Clair McKay, barrister-at-law; and others—all of Toronto. Capital $1,000,000, divided into 1,000,000 shares of $1 each. Chief place of business, Toronto.

FOREIGN EXCHANGE QUOTATIONS FOR THE WEEK ENDING DECEMBER 1.

The Foreign Exchange Department of the Bank of Montreal has furnished the following statement of the nominal closing quotations for all the principal exchanges for the week ending December 1. Those for the week ending November 24 are also given for the sake of comparison.

		Parity.	Week ending November 24, 1920.	Week ending December 1, 1920.
Britain	£	1.00	$4.86	3.97	3.965
France	Fr.	1.	.193	.069	.069
Italy	Lira	1.	.193	.041	.041
Holland	Florin	1.	.402	.347	.348
Belgium	Fr.	1.	.193	.073	.073
Spain	Pes.	1.	.193	.149	.148
Portugal	Esc.	1.	1.08	.133	.126
Switzerland	Fr.	1.	.193	.179	.178
Germany	Mk.	1.	.238	.016	.016
Greece	Dr.	1.	.193	.101	.093
Norway	Kr.	1.	.268	.154	.156
Sweden	Kr.	1.	.268	.220	.222
Denmark	Kr.	1.	.268	.155	.156
Japan	Yen	1.	.498	.576	.576
India	R.	1.	.342	.324	.318
United States	$	1.	1.00	1.13 13/16	1.13⅞
Argentina	Pes.	1.	.965	.867	.891
Brazil	Mil.	1.	.546	.176	.187
Roumania	Lei	1.	.193	.017	.017

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, MONTREAL, WINNIPEG, AMHERST, N.S., and VANCOUVER, or THE SECRETARY OF THE BOARD OF TRADE AT TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, MOOSEJAW, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, ST. MARY'S, ONT., CHAMBRE DE COMMERCE DE MONTREAL, THE LONDON, ONT., CHAMBER OF COMMERCE, THE STRATFORD CHAMBER OF COMMERCE, THE BORDER CHAMBER OF COMMERCE, WINDSOR, ONT., AND KITCHENER MANUFACTURERS' ASSOCIATION.

Foodstuffs.

2476. **Flour.**—A London firm wish to obtain quotations f.o.b. St. John for Canadian flour for shipment to the Eastern Mediterranean.

2477. **Cereals.**—A Nottingham firm wish to get into touch with exporters of cereals.

2478. **Produce.**—A Nottingham provision importer asks to be put into communication with Canadian shippers of bacon, cheese, eggs, lard, butter, canned meats, salmon and lobster.

2479-2480. **Produce.**—Two Nottingham firms are prepared to receive quotations on all kinds of produce suitable for the wholesale provision trade.

2481. **Cheese.**—A Nottingham firm are prepared to consider offers of cheese.

2482. **Oats, oatmeal.**—A Nottingham firm would like to receive quotations from exporters of oatmeal and rolled oats.

2483. **Hops.**—A Nottingham firm would be prepared to consider offers of hops.

2484. **Alimentary products.**—A French importer is desirous of representing Canadian firms in condensed milk, butter, lobster, salmon, lard, canned beef and pork. The inquirer is general agent for manufacturers of canned goods from Portugal and claims to do a large business.

2485. **Foodstuffs.**—A manufacturers' trading corporation in Trinidad, who at present represent large American interests, desire to secure Canadian connections in foodstuffs, including flour, porkstuffs, fish, canned meats, lard, and condensed milk. Territory includes Trinidad and neighbouring islands.

2486. **Feedstuffs.**—A large trading corporation in Trinidad desire to represent Canadian interests for feedstuffs, including oats, hay, and pollard. Good business guaranteed.

2487-2490. **Canned salmon.**—Four firms in Constantinople—one a large British house with extensive connections, and another handling American canned goods lines—are desirous of receiving particulars from Canadian suppliers of canned salmon with a view to the resumption of normal trade with that centre.

2491-2493. **Jams and marmalade.**—Three firms in Constantinople—one a large British concern with extensive connections and another representing an American line of canned goods—are desirous of receiving particulars from Canadian suppliers of jams and marmalade of all kinds with a view to the resumption of normal trade with that centre.

2494. **Ship chandelery supplies.**—A British firm in Constantinople, with extensive connections, desire to receive particulars from Canadian suppliers of ship chandelery supplies with a view to future developments of this trade.

2495. **Provisions and oils.**—A British firm in Constantinople desire to get into touch with Canadian exporters of vegetable oils, linseed and provision lines.

Wood and Wood Products.

2496. **Ready-cut wooden houses.**—A London firm has received an inquiry from its branch in Valparaiso, Chile, for the addresses of Canadian manufacturers of ready cut wooden houses, to whom Canadian manufacturers interested should send full particulars.

2497. **Pine deals.**—A Nottingham firm invite quotations on pine deals, 1, 2, 3 standards. Prices to be c.i.f. Manchester or Avonmouth.

2498. **Cardboard mount boards.**—A Nottingham firm wish to get into touch with makers of cardboard mount boards.

2499. **Beaver board.**—A Nottingham firm are prepared to consider offers of beaver board.

2500. **Paste boards, pegs.**—A Nottingham firm inquire for clothes pegs and paste boards.

Minerals, Oils, Chemicals, Paints and Varnishes.

2501. **Asbestos.**—A Nottingham firm are open to consider offers of fibre and sheet asbestos, washers and packings.

2502. **Graphite.**—A Nottingham firm would like to receive prices and samples of any Canadian graphite that may be on offer.

2503. **Oils.**—A Nottingham firm are prepared to consider offers of fish oils.

2504. **Oils.**—A Nottingham firm are interested in the importation of lard oils, engine and lubricating oils.

2506-2507. **Chemicals.**—Two firms in Constantinople desire to receive particulars from Canadian importers of chemicals in general.

2508. **Paints and varnishes.**—A firm of merchants and commission agents in Constantinople desire to receive particulars from Canadian exporters of paints and varnishes.

Metals, Machinery, and Hardware.

2509. **Nails, bolts and nuts.**—An Edinburgh firm want to order self-coloured or galvanized drive roofing screw nails and bolts and nuts as per samples presently at Commercial Intelligence Branch, Department of Trade and Commerce, Ottawa.

2510. **Enamelled ware.**—A Nottingham firm are in the market for domestic enamelled ware.

2511. **General hardware.**—A Nottingham firm inquire for all kinds of labour-saving goods in the character of domestic hardware.

2512. **Small tools, machine tools, grinding wheels, vises, etc.**—A Sydney agent desires to hear from Canadian manufacturers regarding the above tools.

2513. **Washing machines.**—A Nottingham firm are in the market for washing machines.

2514. **General hardware lines, etc.**—A firm in Trinidad conducting a commission business on a large scale, with good connections, wish to secure Canadian agencies for cement, enamel and glassware, and general hardware lines.

2515. **Typewriters.**—An up-to-date agent in British Guiana, having good connections, desires to secure a Canadian agency for typewriters.

2516. **Rails.**—A British firm in Constantinople, with extensive connections, desire to receive particulars from Canadian suppliers of rails, with a view to future development of this trade.

2517. **Agricultural machinery.**—A large British firm in Constantinople, with extensive connections, are desirous of receiving particulars from Canadian suppliers of agricultural machinery of all kinds with a view to the resumption of normal trade with that centre.

2518. **Metals.**—A firm of merchants and commission agents in Constantinople desire to receive particulars from Canadian exporters of metals in general.

2519. **Mining machinery.**—A British firm in Constantinople desire to get into touch with Canadian exporters of mining machinery.

Electrical Supplies.

2520. **Electric globes.**—A London company wish to purchase electric globes for shipment to New Zealand and Australia, and invite catalogues from Canadian manufacturers of same.

2521-2522. **Electrical apparatus.**—Two firms in Constantinople—one a British house with extensive connections—desire to receive particulars from Canadian suppliers of electrical apparatus of all kinds, with a view to the future developments of this trade.

2523. **Electric lamps.**—A firm of merchants and commission agents in Constantinople desire to receive particulars from Canadian exporters of electric lamps.

2524. **Insulated wire and cables.**—A firm of merchants and commission agents in Constantinople desire to receive particulars from Canadian exporters of insulated wire and cables of all dimensions.

Miscellaneous Products and Agencies.

2525. **Canned goods and other food products, hardware, clothing, and woodenware.**—A London firm wish to get into correspondence with Canadian manufacturers prepared to appoint them as agents for the United Kingdom, Constantinople, Turkey, and Black Sea ports, in the following lines: canned salmon (all grades), pilchards, herrings, lobster, sardines, fruits, jams, peas, tomatoes, corn, etc.; tinned butter (suitable for warm climates), milk and maple syrup, lard (tinned and bulk), flour and rolled oats; chocolates (assorted and box confectionery); enamelled ware, galvanized buckets, baths, wire nails; clothes pegs (Dolly), cedar shingles, washboards, hickory handles, beaver-board; leather mittens and gloves (lined and unlined suitable for Russian market), athletic underwear (combination and single).

2526. **Cement, asbestos-cement sheets, pine doors.**—A London firm have received inquiries from their South African customers for Portland cement in barrels (375 pounds net), asbestos-cement sheets, and white pine four-panel doors, and would be glad to receive offers from Canadian manufacturers of these several articles who can fill export orders.

2527. **Rubber goods.**—A Nottingham firm would like to receive quotations, etc., on all kinds of rubber goods, such as engineers' rubbers, sheet rubber, belting, surgical rubbers, waterproofs, rubber footwear, tires and accessories.

2528. **Representation in Brazil.**—An important and reliable London firm, having a branch in Rio de Janeiro, wish to establish an import and export business between Canada and Rio de Janeiro in practically anything for which there is a demand either way. They are particularly interested in getting flour, iron and steel articles, rails, etc. This firm have large capital and an excellent reputation. They handle groceries and provisions and all kinds of railway equipment as well as Brazilian products.

2529. **Representation in the Near East.**—A British firm which desire to push goods emanating from the British Empire, and having extensive dealings with the market in the Near East, wish to act as agents for Canadian exporters to Roumania and the Near East in general, the chief distributing point for which is Constantinople. Special lines of interest are Canadian harvesting machinery (binders, etc.), flour, and wood for construction. Where possible they should prefer to hold direct selling rights for the Near East, working on a firm commission basis. They are also prepared to act as forwarding agents.

2530. **Representation in Jamaica.**—A commission agent in Kingston, Jamaica, desires to get into communication with Canadian manufacturers of any of the following lines who are not already represented in Jamaica: cast-iron pipes for water, steel pipes for water, galvanized wrought iron pipes for water and gas, earthenware pipes and fittings, shovels, spades, furniture, chairs, crockery, boots and shoes, butter. References.

2531. **Representation in South Africa.**—A well-known firm in Pretoria, Transvaal, desire to represent Canadian firms in South Africa, and suggest among other articles salmon, maple syrup, and mocassins. This firm cover the whole of South Africa, and represent all articles for which no technical knowledge is required by the salesman. They bear all expenses incidental to travelling and charge a commission of 7½ per cent on net invoice values. They pay cash against documents in Canada. References.

2532. **Matches.**—A firm of merchants and commission agents in Constantinople desire to receive particulars from Canadian exporters of matches.

2533. **Drugs and medicines.**—A British firm of wholesale and retail sale in Constantinople desire to receive particulars from Canadian exporters of drugs and medicines.

2534. **Trade with South Russia.**—A firm in Constantinople desire to receive particulars from Canadian exporters of goods suitable for the South Russian market.

2535-2536. **Trade with Turkey.**—Two firms in Constantinople desire to receive particulars from Canadian exporters of goods suitable for the Turkish market, with a view to the resumption of normal trade with that centre.

2537. **Trade with Constantinople.**—A firm in Constantinople, with connections in Canada, desire to receive particulars from Canadian exporters of goods suitable for the South Russian and Turkish markets.

2538-2541. **General goods.**—Four firms in Constantinople—one a British concern—desire to be put in touch with Canadian exporters with a view to the resumption of normal trade with that centre.

PROPOSED SAILINGS FROM CANADIAN PORTS.*

Subject to change without notice.

From St. John.

To LIVERPOOL.—*Canadian Rover,* Canadian Government Merchant Marine, Ltd., about December 8; *Melita,* C.P.O.S. Line, about December 10; *Empress of Britain,* C.P.O.S. Line, about December 15; *Victorian,* C.P.O.S. Line, about December 24; *Empress of France,* C.P.O.S. Line, about December 30; *Canadian Settler,* Canadian Government Merchant Marine, Ltd., about January 6.

To LONDON.—*Corsican,* C.P.O.S. Line, about December 11; *Batsford,* C.P.O.S.-Furness Line, about December 14; *Castellana,* C.P.O.S.-Furness Line, about December 15; *Canadian Raider,* Canadian Government Merchant Marine, Ltd., about December 15; *Batsford,* C.P.O.S. Line, about December 17.

To GLASGOW.—*Bolingbroke,* C.P.O.S. Line, about December 28; *Pretorian,* C.P.O.S. Line, about January 27.

To AVONMOUTH.—*Bolingbroke,* C.P.O.S. Line, about January 5.

To MANCHESTER.—*Manchester Corporation,* Manchester Liners, about December 15; *Manchester Aero,* Manchester Liners, about December 30.

To SOUTHAMPTON.—*Scotian,* C.P.O.S. Line, about December 21.

To DUBLIN.—*Fanad Head,* Head Line, about December 25.

To BELFAST.—*Fanad Head,* Head Line, about December 25.

To PLYMOUTH.—*Manoa,* Fracanda Line (Canada Steamship Lines, general agents), about December 18.

From Halifax.

To BRITISH WEST INDIES.—*Chaleur,* Royal Mail Steam Packet Company, about December 10.

To LIVERPOOL.—*Canadian Hunter,* Canadian Government Merchant Marine, Ltd., about December 8; *Megantic,* White Star-Dominion Line, about December 16; *Sachem,* Furness, Witty & Co., about December 20.

To LONDON.—*Kanawha,* Furness, Witty & Co., about November 30; *Canadian Aviator,* Canadian Government Merchant Marine, Ltd., about December 15.

To MANCHESTER.—*Manchester Corporation,* Manchester Liners, about December 16.

To GLASGOW.—*Canadian Carrier,* Canadian Government Merchant Marine, Ltd., about December 14; *Columbia,* Cunard Line, about December 11.

To PLYMOUTH, CHERBOURG, AND HAMBURG.—*Saxonia,* Cunard Line, about December 11.

To HAMBURG.—*Mongolia,* White Star-Dominion Line, about December 18.

To RIO DE JANEIRO, SANTOS, MONTEVIDEO, BUENOS AIRES.—*Canadian Ranger,* Canadian Government Merchant Marine, Ltd., about December 20.

From Vancouver, B.C.

To AUSTRALIA AND NEW ZEALAND.—*Waitemata,* Canadian-Australasian Royal Mail Line, about December 10; *Makura,* Canadian-Australasian Royal Mail Line, about December 15.

To LONDON, LIVERPOOL, AND GLASGOW (via Panama Canal).—*Craftsman,* Harrison Direct Line, about December 25.

**These sailings are not complete, but are compiled from lists of prospective sailings supplied by shipping companies.*

To Yokohama, Kobe, Nagasaki, Shanghai, Manila, and Hong Kong.—*Empress of Asia,* C.P.O.S. Line, about December 16.

To Yokohama, Kobe, Nagasaki, Shanghai, and Hong Kong.—*Empress of Russia,* C.P.O.S. Line, about January 13.

To Shanghai, Hong Kong, and Singapore.—*Bessie Dollar,* middle December.

To Yokohama, Moji, and Hong Kong.—*Mattawa,* C.P.O.S. Line, about December 8; *Methven,* C.P.O.S. Line, about January 23.

To Yokohama, Kobe, Hong Kong and Manila.—*Ixion,* Blue Funnel Line, about December 20; *Talthybius,* Blue Funnel Line, about January 8.

To Nassau, Bahamas, and Kingston, Jamaica.—*Canadian Trader,* Canadian Gofernment Merchant Marine, Ltd., about December 11.

To Santiago, Cuba and Kingston, Jamaica.—*Canadian Trader,* Canadian Government Merchant Marine, Ltd., about December 1.

To India via Mediterranean.—*Canadian Conqueror,* Canadian Government Merchant Marine, Ltd., about December 4.

To Antwerp.—*Scotian,* C.P.O.S. Line, about December 18.

To Rotterdam.—*Ramore Head,* Head Line, about December 31.

To Havre.—*Manoa,* Fracanda Line (Canada Steamship Lines, general agents), about December 18; *Corsican,* C.P.O.S. Line, about December 11; *Kamarima,* Fracanda Line (Canada Steamship Lines, general agents), about December 25.

To Bordeaux and Bilbao.—*Georgic,* Fracanda Line (Canada Steamship Lines, general agents), about December 15; *Mississippi,* Fracanda Line (Canada Steamship Lines, general agents), about December 25.

To Hamburg.—*Ramore Head,* Head Line, about December 31.

To Rio de Janeiro, Santos, Montevideo, and Buenos Aires.—*Hyanthes,* Houston Lines, about January 15.

To Karachi, Bombay, Colombo, Madras, Rangoon, Calcutta, Singapore, Batavia and Soerabaya (via Mediterranean).—*Canadian Conqueror,* Canadian Government Merchant Marine, Ltd., and British India Steam Navigation Company, Ltd., joint service, about December 4.

To Australia and New Zealand.—*Sussex,* New Zealand Shipping Co., about December 15.

To Eastern and Far Eastern Ports.—*Swazi,* Ellerman-Bucknalls, about December 10; *Hellenes,* Houston Lines, about January 30.

To South African Ports.—*Benin,* Elder-Dempster Company, about December 15.

CONDITIONS IN THE ELECTRIC MANUFACTURING BUSINESS.

A director of the Siemens-Sohukert, one of Germany's large electric engineering and construction firms, recently made a survey of the situation in this industry. He says that in 1920 not more than 30 per cent of prewar production of high-tension cables will be turned out in Germany. The situation in the wire, motor, and installation industries is also bad; power plants are placing but few orders, apparently being uneasy over the question of socialization.

Outlook for business with street car companies is discouraging. Constant increase of wages has also prevented the purchase of any new cars.

In 1919, 70,000,000 marks' worth of lamps were produced; before the war 50 per cent of Germany's lamp production was exported, but at present less than 25 per cent is exported. It is said foreign competition in the lamp trade is much keener than before the war.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Government Trade Commissioner, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Belgium.

A. Stuart Bleakney, Canadian Government Trade Commissioner, 1 Rue de Florence, Brussels. *Cable Address, Canadian.*

Brazil.

Ernest Leonard McColl, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rut Goncalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

H. A. Chisholm, Canadian Government Trade Commissioner, 501 and 502, Teniente Rey 11, Havana. Casa de Corres—Apartado 1290. *Cable Address, Cantracom.*

France.

Hercule Barré, Canadian Government Trade Commissioner, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

George E. Shortt, Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, Via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; office 50-B Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Westminister House, Adderly street, Cape Town. *Cable Address, Cantracom.*

South Eastern Europe.

L. D. Wilgress, Canadian Government Trade Commissioner, c/o Canadian Government Trade Commissioner, Via Carlo Cattaneo 2, Milan. *Cable Address, Care Canadian, Milan.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

G. B. Johnson, Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

W. C. Noxon, Director, Overseas Trade Branch of the Department of Trade and Commerce, 1 Regent Street, S.W. 1, Eng. *Cable Address, Canmission.*

United States.

John A. Cooper, Director Dominion Bureau of Information, 1463 Broadway, New York City.

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:
Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:
Valparaiso, British Consul General.

Colombia:
Bogota, British Consul General.

Ecuador:
Quito, British Consul General.
Guayaquil, British Consul.

Egypt:
Alexandria, British Consul General.

France:
Havre, British Consul General.
Marseilles, British Consul General.

India:
Calcutta. Director General of Commercial Intelligence.

Italy:
Genoa, British Consul General.
Milan, British Consul.

Mexico:
Mexico, British Consul General.

Netherlands:
Amsterdam, British Consul.

Panama:
Colon, British Consul.
Panama, British Vice-Consul.

Peru:
Lima, British Vice-Consul.

Portugal:
Lisbon, British Consul.

Spain:
Barcelona, British Consul General.
Madrid, British Consul.

Sweden:
Stockholm, British Consul.

Switzerland:
Geneva, British Consul.

Uruguay:
Monte Video, British Vice-Consul.

Venezuela:
Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 248 St. James Street, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows: H.M. Trade Commissioner: Post Office Box 683, Calcutta, for correspondence: Office address, Allahabad Bank Building, 6 Royal Exchange Place, Calcutta: that of the Commissioner for the Straits Settlements is: Mr. A. F. G. Anderson, H.M. Trade Commissioner, Signapore, Straits Settlements.

LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE DEPARTMENT OF TRADE AND COMMERCE.

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report re Mail Subsidies and Steamship Subventions.
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Report of the Canadian Economic Commission (Siberia), 1919.
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Russian Trade (1916).
Trade of South China (1919).
Trade with China and Japan (1914).
Trading with Spain (1920).
Timber Import Trade of Australia (1917).
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Toy Making in Canada (1916).
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

BUREAU OF STATISTICS PUBLICATIONS.

Annual Report of the Trade of Canada.
Annual Report on the Coal Trade of Canada (1918).
Annual Report on the Grain Trade of Canada.
Beet Sugar Industry (The), (1908).
Canada Year Book (The), (Annual).
Criminal Statistics (Annual).
Directory of the Chemical Industries in Canada (1919).
Monthly Bulletin of Agricultural Statistics.
Monthly Coal Statistics.
Monthly Cold Storage Statistics.
Monthly Report of the Trade of Canada.
Report of the Fifth Census of Canada:
- Vol. I. 1912, Areas and Population by Provinces, Districts and Sub-districts, with introductions, etc. (Out of print.)
- Vol. II. 1913, Religions, Origins, Birthplace, Citizenship etc.
- Vol. III. 1913, Manufactures, 1911.
- Vol. V. 1915, Forest, Fishery, Fur, etc.
- Vol. IV. 1914, Agriculture, 1911 (Out of print.)

Report on the Census of Industry, 1917:
- Part I. Agricultural Statistics.
- Part II. Dairy Factories.
- Part III. Fisheries.
- Part IV. Section I, Lumber, Lath, Shingles, etc.
- Part IV. Section II, Pulp and Paper.
- Other parts in preparation.

Report of Census of Prairie Provinces (Population and Agriculture), 1916.
Report of Conference on Vital Statistics, June, 1918.
Report of Postal Census of Manufactures, 1916.
Special Report on Foreign Born Population.

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VOL. ~~XXV.~~ DECEMBER 13, 1920 No. 880

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



Dock Scene at Antofagasta, Chile. (*See* page 1726.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(*Minister of Trade and Commerce*)

OTTAWA
THOMAS MULVEY
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1920

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa. Monday, December 13, 1920. No. 880.

CANADA GOES ABROAD—IMPRESSIONS AND DISCOVERIES.

A large number of Canadian business men visit Great Britain and Europe yearly, in the interests of Canadian export trade. While transacting their own immediate business, these gentlemen often absorb valuable impressions of the overseas markets, and obtain information that is applicable and interesting to all Canadian manufacturers with export connections either formed or anticipated. Upon the invitation of the Deputy Minister of the Department of Trade and Commerce, a number of business men, who have recently returned from abroad, have offered to communicate their views upon matters of general interest, for publication in the *Weekly Bulletin*. The casual visitor abroad has a freshness and distinctiveness in his viewpoint that is impossible in a foreign resident, and the ensuing interviews were granted with the idea of supplying Canadian manufacturers with information that would not be readily obtainable through the ordinary intelligence channels. From time to time, the series commenced in this number of the *Weekly Bulletin* will be continued.

I. Probabilities and Future Developments in the British Markets.

Mr. J. E. McFarlane, general manager of the Western Canada Flour Mills, Limited, of Toronto, visited extensively in the United Kingdom during the past season, and was in an excellent position to give his opinion upon the imminent developments in the European markets. In Europe, Mr. McFarlane stated, the economic dislocation of the war was being repaired with varying speeds. The willingness of labour to contribute its full share was the governing factor in the production of every nation. In the cases of Belgium, France and Germany, the reconstruction had been quick and thorough; industries were producing at approximately prewar rates; in all other nations, the recovery had been hindered and jeopardized through the unwillingness of co-operation. The shortage of raw material alone held Germany back, and her buying power abroad would soon increase to remedy this deficiency. At present, German structural steel was being offered in Great Britain at prices that other nations could not approach. In an open market, Germany would have little difficulty in underselling competition in many lines of manufactures, because of the fact that an hour's work to-day by a German represents production that is comparable with prewar output; whereas in almost all other nations the output per capita, under identical conditions, has dropped to an astonishing degree.

MOTHER COUNTRY'S DIFFICULTIES.

In regard to Great Britain, Mr. McFarlane states that the Mother Country was doing wonderfully well, thanks largely to the excellence of her financial system. As abroad, the crux of the situation in the United Kingdom was the labour problem. Labour would not work as before the war, and this development was the heaviest and most serious of the costs of production. In addition, the entrepreneur, or small business man, who forms the basis of the business community, was sharing the relaxation and lethargy of the wage earner. This is evidenced by the exaggerated and wasteful spending, by the looseness in business methods, and the casual disregard of future developments and possibilities. Money freedom and inflation of values had

created an unhealthy condition that is only commencing to remedy itself as financial stringency becomes imminent. Beginning during the summer of 1920, the saving campaign in Great Britain had been succeeded by an appreciable return towards normal conditions. "The easy money of the war period has been dispersed, and spending is approaching a normal basis again," said Mr. McFarlane.

However, the situation in regard to British production can hardly be said to have improved, as the difficulty of low production still remains. It is doubtful if the per capita output will ever approach its former figure through any artificial stimulus, and one of two drastic contingencies must arise before the production of the United Kingdom (" or the United States or Canada, either, for that matter," added Mr. McFarlane), regains a status that permits successful world competition. Either a long period of depression must ensue, that will force labour into better co-operation, or else the matter must be settled in some arbitrary manner by the governments, and a better effort ensured for the future.

CANADIAN PRESTIGE ABROAD.

Mr. McFarlane was surprised and delighted at the prestige enjoyed by Canadians in the United Kingdom at present. He cited instances of immediate adjustments and conveniences that were made and extended to him upon recognition of his nationality. The Canadian soldier had proven to be a tremendous advertising agent in the best sense of the term; he had placed the Canadian nation upon the map. Unfortunately Canada, as a geographical entity, had not been equally identified at the same time; the ignorance of the average Britisher concerning Canada had not been dissipated in any degree since Sir Wilfrid Laurier's visit of twenty years ago, when he asked a casual acquaintance in London where Ottawa was, and that gentleman was mystified, adding that he was a stranger in London also. Mr. McFarlane commented rigorously upon the custom of visiting delegations from the Mother Country doing Canada in the manner of many members of the Imperial Press Conference; a few days at Montreal, Ottawa, and Toronto, and a trip homewards through the densely populated areas of the United States, which obscured the Canadian impressions of the visitors. Industrial Canada represented a complete and lamentable omission from the mental constituency of the British business man If Canada had an industrial status at all it was considered solely as a source of raw materials, or at the very highest, as a commercial adjunct of the United States. There was a tremendous labour of education necessary before British business men would come to consider Canada as an entrant into the general commerce of the world, with strong and specialized industries intricately developed. However, the unquestionable prestige that has resulted from the war, could be utilized to introduce Canada to the Mother Country. Aggressive action by the Canadian Government and by Caandian business men, during the present phase, when international relationships are being remoulded, would aid tremendously in obtaining the recognition that is a necessary prelude to a profitable share in the world's commerce. The Canadian exporter has no greater task than to make the overseas nations cognizant of Canada's present and future.

CANADIAN CEREAL EXPORTS.

In reference to Canadian cereal exports, Mr. McFarlane pointed out that control of cereal imports had been but lately released in the United Kingdom, that selling in the open market was comparatively recent, and that the trends of the market could hardly be conjectured as yet. One thing was certain—the demand for Canadian cereal crops would be sustained for a long time to come. There were no developments or recoveries in rival fields that would divert the British demand from Canada. On the other hand, there would be an inevitable adjustment of prices from war-time levels, and this fact must be recognized sooner or later by the farmers. The situation at

the moment presages a new order of prices. The low levels of sterling sends Great Britain into markets where the pound is worth more than in Canada, and it is doubtful if the policy of holding the wheat will improve Canadian prices, with bountiful crops elsewhere. As in all other lines of export trade, it would be well to recognize that from now on world-wide shortages are rapidly diminishing, and that Canada must sell her products in a competitive market.

In regard to export difficulties, Mr. McFarlane believed that any superficial inconveniences could be remedied upon proper representations being made, thanks to the enhanced status that Canada enjoys in the Mother Country, and the service supplied by the Canadian Government merchant fleet. The discrimination against Canadian flour in favour of Canadian wheat, enacted by an American shipping combine, had been reduced from twenty-five to five cents per hundred, even though this discrimination furnished a considerable protection to British millers. The embargo upon Canadian cattle and the discriminating treatment of Canadian bacon were trade handicaps that might be obviated upon strong representations. The British authorities were always ready to adjudicate contested points, and the justice of any Canadian claims would not be disallowed.

THE EXCHANGE QUESTION.

On the other hand, there was a measure of justice to be observed by Canadians in the conduct of their trading relations. The exchange situation furnished a conspicuous illustration at present. Wherever criticism of Canada and Canadian business methds were heard in Great Britain to-day, the friction had occurred over this matter of exchange. The practice of some Canadian firms in demanding payments of British obligations in New York funds, was heartily denounced by Mr. McFarlane. Practically all other nations of Europe insisted upon payments in their own specie, and indeed there was a considerable demand in Great Britain for payments in sterling; but the fair quotation to-day was the compromise of f.o.b. Canadian port in Canadian dollars. The extra ten per cent increment that resulted from payment in New York funds was extortion, pure and simple, and the gain in cash would always be more than offset by the loss in goodwill.

ACCESS TO CONTINENTAL MARKETS.

In regard to continental markets, they reflected Great Britain's difficulties without Great Britain's resources. From a Canadian point of view, the road to the war-made states of northern and southern Europe would be through Great Britain. Many of these countries hang perilously near bankruptcy to-day, and their money has meagre purchasing power, even in their own borders. Great Britain has added her immense stabilizing influence in many cases, through the supply of both direct and indirect credits, and these financial alleviations are a tremendous stimulus to trade. Many openings in the smaller new nations will appear in the future, through the entrance of British capital, at its present enormous premium over the continental currencies, and this represents the only immediate opportunity for the sale of Canadian products. Without being in the slightest degree pessimistic, it was the opinion of Mr. McFarlane that unless there was a tremendous spurt in Canadian production, from causes at present unforeseen, Canadian exports could not claim any large share in these markets at present. The raw and semi-manufactured exports of Canada, of the nature of the cereal crops, lumber and ores, could anticipate a steady demand for an indefinite period, but with war shortages repaired, "it will take aggressiveness, and lots of it, to successfully introduce Canadian goods abroad," stated Mr. McFarlane. Slackness in industry would undoubtedly spread from the great centres of manufacture throughout the entire civilized world, affecting finally the rural populations and the producers of raw materials, but this slump would not be final; the industrial world would be just

one stage nearer its normal condition. In this transitional stage, the future of Canada abroad depended upon the efforts of the Canadian Government and the Canadian producers to consolidate the position gained by Canada during the war; this would only be possible through an immediate recognition of the trends of future developments, and an extended and comprehensive campaign to meet the needs of the future. "I think that we bulk high enough at present to get what we go after," concluded Mr. McFarlane.

EXCHANGE ON OCEAN FREIGHT RATES.

Most of the steamship lines running from Canadian ports to British ports have been charging for freight in United States funds. The British importers who had to pay the freight charges considered it extraordinary that Canadian steamship lines running from Canadian ports should expect payment in United States dollars.

The Commercial Intelligence Branch of the Department of Trade and Commerce brought the complaints of the British importers to the attention of the great transportation companies. The General Foreign Freight Agent of the Canadian Pacific Railway Company took the matter up with the steamship lines and on December 4 wrote to the Superintendent of the Commercial Intelligence Branch as follows:—

"You will remember you drew attention to the fact that the Canadian steamship lines were demanding payment on 'collect' freights in United Kingdom on the basis of the New York-London rate of exchange. The Canadian steamship lines operating in the United Kingdom trade have informed me that freight for British ports may now go forward 'collect' at the demand rate of exchange Montreal on London on the date vessel enters at the Customs House at the port of loading."

The Canadian Government Merchant Marine were asked what their custom was in respect to exchange on freight rates. They replied:—

"When the rate of exchange became such a live question for Canadian exporters, we faced the subject and after consideration it was decided by our management that so far as the Canadian Government Merchant Marine, Limited, business was concerned, we would adopt the policy of collecting freight on Canadian exports in Canadian dollars and have adhered to that policy ever since."

CANADIAN FIRMS ASK PAYMENT BEFORE SHIPMENT.

A letter received from the office of the Canadian Trade Commissioner in Glasgow, Scotland, says: "Many inquiries have been received at this office regarding demands by Canadian firms to receive payment for goods before shipment from Canada. Importers here ask that thirty days be allowed after arrival of documents in Glasgow, in which to examine and pay for the goods, and this arrangement they consider to be quite reasonable, and willingly agreed to by countries other than Canada. It is the opinion in this market that the foregoing conditions are causing a big loss to Canadian trade."

IMPORT PROHIBITIONS IN SALVADOR.

In order to alleviate the financial situation the Government of Salvador has placed a prohibition on the importation of the following articles from January 1, 1921: Passenger automobiles, bicycles, motorcycles, shoes, wooden and wicker furniture, trimmed hats, silk manufactures, tobacco, beer, champagne and sparkling wines. Unless goods are loaded on board ship before January 1 admittance will be refused.

TRADE OF THE PORT OF BRISTOL.

Trade Commissioner Norman D. Johnston.

Bristol, October 29, 1920.—The trade of the port of Bristol during the year ending April 30, 1920, did not resume normal conditions, as in this year of peace and reconstruction following the war difficulties scarcely less in degree than those occurring during the actual years of hostilities were experienced. The usual commerce of the world had not yet been revived either in volume or direction and land and ocean transport were still unsettled. The toatal imports, however, according to the figures kindly furnished by the Bristol port authorities, amounted to 1,527,570 tons in 1920, while they were 1,839,052 tons in 1914, and the total exports were 213,231 tons, as compared with 316,505 tons in 1914. Of these amounts 217,060 tons were imported from Canada in 1920, as compared with 488,165 tons in 1914, asd 10,492 and 47,517 tons were exported to the Dominion in the years 1920 and 1914 respectively.

The following table will give an indication of the quantities of goods imported and exported into the port of Bristol during each year since 1914:—

Year ending April 30.	Total Imports. Tons.	Total Exports. Tons.	Year ending April 30.	Total Imports. Tons.	Total Exports. Tons
1914.	1,839,052	316,505	1918.	1,167,821	97,480
1915.	1,763,050	181,117	1919.	1,092,183	81,709
1916.	1,752,912	120,918	1920.	1,527,570	213,231
1917.	1,485,159	152,188			

The increase in both imports and exports in 1920 will be noticed, the imports being the largest since 1916 and the exports reaching the highest total since 1914. In addition there was, of course, quite a heavy coastwise trade.

REGISTERED TONNAGE OF SHIPS.

The registered tonnage in 1914 was 1,568,474, being the highest recorded in the history of the port. The tonnage gradually declined during the conflict until it reached 770,906 in 1919. The increase to 1,208,269 is therefore a remarkable recovery under the circumstances. The figures given for the war period do not, of course, include war vessels and special war trade. The port of Bristol was used during that time for many war purposes.

The appended table will show the number of vessels and tonnage entering the port from foreign countries and British possessions in 1920 as compared with 1914:—

Countries.	1914. Vessels.	1914. Register Tonnage.	1920. Vessels.	1920. Register Tonnage.
Russia.	91	125,683	7	14,467
Scandinavia.	73	53,779	39	45,702
Germany.	109	64,351	8	17,184
France, Belgium and Holland . . .	199	145,436	124	125,879
Spain and Portugal.	95	56,158	66	47,281
Sundry Mediterranean ports, other than Spanish.	58	70,249	22	38,934
North America.	111	251,907	122	361,941
Central America.	53	158,965	13	45,171
South America.	37	77,948	52	139,499
India.	22	63,555	5	13,930
Australia.	36	157,124	19	80,426
Canada.	81	308,696	48	156,964
British West India possessions. . .	....	.....	15	48,470
Countries not classified.	13	34,623	31	72,421
Total.	978	1,568,474	571	1,208,269

Shipping intercourse with Russia almost vanished, and this reflects the decline in grain imports from that country. If the figures for North and South America and Canada, the countries from which the food supply is mainly derived, are considered, the year just ended had a total of 222 vessels of a register tonnage of 658,404, against 229 vessels and a tonnage of 638,551 in 1914. The indication therefore is that the steamship services from these countries were not inferior to those existing in pre-war times, while the tonnage shows an increase of nearly 30,000.

GRAIN IMPORTS.

The following table will show the imports of various classes of grain during the years ending April 30, 1914, 1919, and 1920, and the countries from which the shipments were made:—

Countries.	Wheat. Tons.	Barley. Tons.	Maize. Tons.	Oats. Tons.	Other Kinds. Tons.	Totals. Tons.
Southern Europe—						
1914	28,900	95,341	13,811	2,147	.....	140,199
1919	.....	.....	.....	.....	.....	—
1920	.....	.....	.....	.....	.....	—
Asiatic Ports in Mediterranean—						
1914	.....	9,496	.....	1,013	342	10,851
1919	.....	.....	.....	.....	.....	—
1920	.....	.....	.....	.....	180	180
Northern Africa—						
1914	.....	2,040	.....	.....	.....	2,040
1919	.....	.....	.....	.....	.....	—
1920	.....	2,074	.....	.....	.....	2,074
Other Africa—						
1914	.....	.....	.....	.....	.....	—
1919	.....	.....	.....	.....	.....	—
1920	.....	.....	1,234	.....	.....	1,234
Northern Europe—						
1914	4,678	143	.....	12,738	3,469	21,037
1919	.....	.....	.....	.....	.....	—
1920	.....	.....	.....	.....	.....	—
Canada—						
1914	153,198	66,448	.....	23,917	119	243,682
1919	71,704	1,142	10,437	22,981	174	106,438
1920	87,903	52,910	9	7,161	.....	147,983
United States—						
1914	158,915	40,641	5	7,870	110	207,541
1919	122,859	13,926	7,036	14,435	210	158,466
1920	77,978	41,740	432	1,714	2,098	123,962
South America—						
1914	24,436	.....	96,224	10,224	.....	130,884
1919	84,784	794	25,295	16,769	11,920	139,562
1920	94,605	7,406	106,369	18,040	.....	226,420
India and Persia—						
1914	30,352	13,552	.....	.....	2,245	46,149
1919	2,914	.....	1,804	.....	.....	4,718
1920	.....	.....	.....	.....	.....	—
Australasia—						
1914	21,330	4	.....	39	382	21,755
1919	.....	.....	.....	.....	.....	—
1920	.....	103,621	.....	.....	210	103,831
Total—						
1914	421,818	227,665	110,040	57,948	8,665	826,136
1919	282,261	15,862	44,572	54,185	12,304	409,184
1920	364,197	104,130	108,044	26,915	2,488	605,684

It will be noticed that in 1914 Canada supplied the largest quantity of grain to the port, with the United States second and South America third, while in 1920 South America was the greatest source of supply, with Canada second and the United States third.

The port of Bristol has slightly increased its percentage of the total imports of grain to the United Kingdom, the figures for 1919 being 9 per cent, compared with 8·6 for the year 1913.

The proportion of barley taken by the port of Bristol in comparison with the imports into the whole of the United Kingdom in 1919 was 12·7, compared with 25 in 1914; of maize, 9·4, against 6·9 per cent; of wheat 8·8, against 7·8 per cent; while oats fell to 6·1 from 8 per cent. Before the war Bristol was the largest barley port in the Kingdom, and was in keen competition with Hull for the supply of malting barley to the English Midlands, and with London for barley. The importers of this commodity attribute Bristol's decreased proportion to the cessation of imports from Russia, the Black Sea and Eastern Mediterranean ports. The sources of supply have changed to the United States, Canada, and Chile. In all these cases the trade is mostly a "parcel" trade; that is, the consignments are carried as portions of the freight of big liners whose services to Bristol, though important, do not bear comparison with those to some of the other ports.

TRADE IN FLOUR AND MEAL.

The imports of flour, meal, rice, and offals of grain increased from 44,343 tons in 1914 to 102,077 tons in 1920. Of the latter amount Canada supplied 39,669 tons.

IMPORTS OF PROVISIONS.

If butter, cheese, lard, bacon, hams, beef, mutton and pork (salted and frozen), and canned meats be included in the term "provisions," Canada supplied 19,099 tons out of 52,262 tons from all sources in 1920. The following table will indicate Canada's share of the trade as compared with the imports of these products from all countries:—

Provisions.	From Canadian ports. Tons.	From All sources. Tons.
Butter	466	2,944
Cheese	4,415	9,203
Lard	966	4,595
Bacon and hams	11,371	19,962
Beef, mutton and pork (salted)	69	102
" " " (frozen)	1,686	9,253
Canned meats	128	6,203
Total	19,099	52,262

The total imports of bacon, butter, cheese, and lard in 1920 were less than half those of 1919, but were 2,215 tons greater than in 1914. During the latter stages of the war Bristol took a considerable portion of the London and East coast trade in provisions, which has now reverted to its former channels. An idea of the total trade in bacon, butter, cheese, lard, and refrigerated meats from 1914 to 1920 may be obtained from the appended table:—

Year ending April 30.	Bacon, butter cheese and lard. Tons.	Refrigerated Meat. Tons.
1914	34,489	8,699
1915	32,043	3,034
1916	47,570	12,316
1917	44,833	12,607
1918	34,914	16,354
1919	76,496	12,243
1920	36,704	9,253

FRUIT IMPORTS.

The following figures will show the imports of dried, green, and canned fruit into the port of Bristol. Canada participated only in the supply of apples and canned fruits:—

Fruit.	From Canadian ports. Tons.	From All sources. Tons.
Dried—		
Currants	.....	3,953
Plums	.....	767
Raisins	.....	1,097
Other kinds	.....	442
Green—		
Apples	98	816
Bananas	.....	29,152
Grapes	.....	916
Oranges and lemons	.....	14,471
Nuts	.....	1,658
Other kinds	.....	1,577
Canned	63	4,902
Total fruit	161	59,751

Bananas and oranges were the principal kinds of fruit imported. The direct service between Bristol and the West Indies and Central America of Messrs. Elders and Fyffes' boats has made Bristol a large importing centre for these fruits. The import of bananas last year was well over half that of 1914, while the number of cases of oranges discharged at the port exceeds that of any of the last six years. The arrivals of oranges from continental ports show an increase of 30 per cent over 1914 imports.

IMPORTATION OF WOOD GOODS.

The importation of wood goods in 1920 was as follows:—

Wood goods.	From Canadian ports. Loads.	From All sources. Loads.
Deals	31,617	83,440
Timber	1,705	7,310
Wood, other kinds	368	12,144
Total wood goods	33,690	102,894

There was a marked improvement in the import of wood goods in the year under consideration, but it is still considerably below the prewar standard, the importation in 1914 being 172,752 loads as compared with 102,894 loads in 1920.

There was also a total importation of *wooden goods* in 1920 amounting to 2·58 tons, of which Canada supplied 202 tons.

OTHER IMPORTS.

The share of the trade obtained by Canada in other products not mentioned in the preceding paragraphs, together with the total imports from all sources, during the year ending April 30, 1920, are indicated in the following table:—

Imports.	From Canadian Ports. Tons.	From all Sources. Tons.	Imports.	From Canadian Ports. Tons.	From all Sources. Tons.
Total imports	271,060	1,527,570	Ores	162	17,149
Animals	57 (No. 104)	57	Oil	71	632
Agricultural implements	797	1,232	Oilman's stores	109	808
Ashes-metal	645	4,463	Paint	26	740
Chemicals	536	1,980	Paper	1,704	28,178
Copper	2,630	3,451	Rags	127	1,404
Dye stuffs	93	321	Sugar	10,141	51,666
Eggs	255	496	Spelter	42	5,490
Effects	58	74	Seeds, clover, etc	20	160
Fish	226	2,090	Starch	24	3,523
Glucose	649	5,944	Tobacco	52	22,546
Iron	7,246	16,160	Vegetables	602	7,783
Leather	328	3,198	Wood-pulp	52	9,244
Milk	2,887	10,808	Wooden goods	202	2,158
Macaroni	46	71	Other goods	468	402,376
Motor cars	209	796			

EXPORTS.

The total exports from the port of Bristol for the year ending April 30, 1920, amounted to 213,231 tons, which was the largest figure since 1914, when the exports were 316,505 tons. The exports to Canada in 1920 were only 10,492 tons, while they amounted to 65,321 and 47,517 tons in 1913 and 1914 respectively. The following table will show the quantity of goods exported to Canada and to all countries during the year ending April 30, 1920:—

Exports.	To Canadian Ports. Tons.	To all Countries. Tons.	Exports.	To Canadian Ports. Tons.	To all Countries. Tons.
Aniamls—			Oil	839	14,544
Horses	66 (No. 121)	66	Paper	49	306
Sheep	70 (No. 631)	70	Provisions	89	4,986
All other	21 (No. 44)	21	Rags	892	961
Bagging	62	526	Military stores	878	878
Chemicals	290	23,706	Rope	35	1,910
Clay	2,831	31,994	Tinplates	394	28,549
Cocoa	51	458	Vinegar	182	339
Dairy machinery	37	116	Whiting	25	137
Earths	199	2,295	Wool	42	162
Furniture and effects	80	128	All other goods	278	35,980
Iron	2,721	64,846			
Linseed	41	41	Total exports	10,492	213,231
Oilman's stores	122	212			

PRESENT TRADE POSITION OF AUSTRIA.

Trade Commissioner L. D. Wilgress.

III (*Conclusion*).

Financial Position.

The present financial position of the Austrian Republic is that of a state, heavily burdened with debt and with an annual deficit in spite of taxation greater in proportion to national income than that of any other country. Before the war Austria had a public debt of about 12,500,000,000 crowns. To this must now be added war debts at home of 70,000,000,000 crowns, a foreign war debt of 2,700,000,000 marks in Germany and about 2,000,000,000 crowns in neutral countries. The Peace Treaty ascribes to the Republic of Austria the whole of the foreign debt, while the home debt is to be divided up among the States whose territory comprised parts of the former Empire. Since the war the Republic has become further indebted for about 10,000,000,000 crowns of short-dated treasury bills, which are extended as they fall due, because otherwise the heavy expenses of the state could not be met. About $150,000,000 of treasury notes have been issued with the concurrence of the Reparation Commission in payment for food supplies imported from abroad. According to the report of the Budget Commission the deficit for the financial year which ended on June 30, 1920, was approximately 10,550,000,000 crowns. It has been found impossible to cover this deficit, although the burden of taxation is becoming increasingly heavy. The steady rise in prices due to the depreciation of the crown led to increased wages and salaries of state employees and increased operating expenses of railways, posts and telegraphs and state monopolies, which it was only possible to partly offset by increasing the tariffs of these public undertakings. The National Assembly is therefore now considering a number of new tax projects, including a levy on capital.

CIRCULATION OF BANK NOTES.

In accordance with the provisions of the Peace Treaty the Austrian Government stamped the notes of Austro-Hungarian Bank circulating on its territory. The circulation of bank notes with the Austrian stamp amounted at the end of May, 1920,

to a total of 15,790,000,000 crowns. The exchange value of the Austrian crown depreciated during the winter on the Zurich exchange, which is the principal market for Austrian notes. The lowest point reached was 1·60 Swiss centimes. In the spring the rate fluctuated between 2·60 and 2·90 centimes until in May there was a marked improvement in the value of the crown, the rate rising to 4 centimes, but has since reached to around three and a half centimes. This latter rate is the equivalent of about 650 crowns to the pound sterling or about 175 crowns to the dollar.

EFFECT OF EXCHANGE FLUCTUATIONS.

These fluctuations in the exchange rate for the crown have had a deterrent effect on Austrian export trade and have not had any very great compensating effects on prices, which have generally maintained about the same level. This may be explained by the fact that the Austrian crown has not risen in comparison with the German and Czecho-Slovak exchanges, as the units of these countries have also improved, while it is from these countries that Austria has to purchase most of the coal and raw materials required for her industries. On the other hand the improvement in the exchange value of the crown has had a disastruous effect on those industries which have depended mainly on export. The foreign buyers, who had invaded Vienna, deserted this market as prices no longer permitted of profitable export to other countries. This particularly applied to such industries as the manufacture of furniture, motor cars, clothing, works of art, Vienna ornaments, etc., which had been developing a considerable export trade while the rate for the crown was low.

The Industries of Austria.

The present stagnation of the export trade in Austrian manufactured products must be regarded as transitory. As soon as the country can be assured of regular supplies of coal there should be a considerable surplus of furniture, paper, iron and steel products, rolling stock, machinery, toys, chemicals and motor cars available for export from Austria to the countries of Southeast Europe. With the exception of coal the bulk of the materials required for the manufacture of these products is found within the country. The leather and boot and shoe industries, which are also fairly extensive in Austria, are at a greater disadvantage, as they must import a very large part of the necessary raw material.

POSITION OF TEXTILE INDUSTRIES.

The textile industry of the present Austria may be described as the disintegrated part of a former whole. Only some of the stages of manufacture are carried on in Austria, others in Czecho-Slovakia. Thus of the former cotton industry of Austria-Hungary only 25 per cent of the spinning and 9 per cent of the weaving is now done in Austria. On the other hand the printing, bleaching, dying and finishing works are chiefly located in this country. It is therefore necessary to import the yarn and woven goods from Czecho-Slovakia, which country will in time develop its own finishing works. Under such circumstances it may be seen that the Austrian manufacturers will not have a large surplus of cotton goods for export. In regard to the woollen industry Austria has 28 per cent of the spindles of the former Empire, but no weaving mills. The position is similar with regard to the jute industry, while the whole of the linen industry of Austria-Hungary is now located in Czecho-Slovakia. There will therefore be a large amount of textile articles which Austria will require to import from abroad.

FURNITURE AND PAPER.

The furniture and paper industries are in the best position to develop trade with foreign countries, as the raw materials for these industries are found in Austria and the productive capacity is greatly in excess of the home requirements. A large

amount of bent wood and other furniture was exported from the present territory of Austria before the war. In the former Austro-Hungarian Empire there were 112 paper mills with 254 paper-making machines, of which 40 mills with 94 machines are now located in the Republic of Austria. The production of the Austrian paper mills in 1919 was about 153,000 tons.

TOYS.

Vienna has long been known as the centre of the toy industry, about 300 manufacturers of toys being located in this city. The finest and most expensive kinds are principally produced, such as mechanical animals, figures and like objects, which are greatly in demand abroad owing to their beauty and finish. The cheaper varieties of toys have been imported chiefly from Germany and Bohemia. At present toy-making in Vienna is almost at a standstill owing to lack of raw materials and difficulties of shipping abroad.

LEATHER INDUSTRIES.

The leather factories of the Republic of Austria have a capacity for the working up of 40,000 hides a week into soles and uppers. Of these about 6,000 hides may be obtained locally, while the remainder must be imported. Present importations amount to 4,000 hides a week so that the industry is only able to operate at one-fourth of capacity. Consequently the export of finished leathers and ready-made boots and shoes is restricted to about one-fourth of the present production, whereas in normal times the bulk of the output was available for export.

METALS AND MACHINERY.

The iron industry of the Republic is also closely related with that of Czecho-Slovakia. The principal producer of pig-iron is the Alpine Montan Company, which operates six blast furnaces, but is dependent upon supplies of coke from Silesia, which is now in Czecho-Slovakia. The shortage of coke enables only one blast furnace to be operated at present and Austria has to import pig-iron for the requirements of its rolling mills. The manufacture of iron and steel products is considerably developed at Vienna, Wiener Neustadt and other centres. Locomotives, railway cars, machinery and motor cars are also manufactured on a scale which will permit of considerable export when production on a normal basis can be re-established. The Austrian Daimler motor car enjoys a good reputation abroad. There are two large factories at Vienna producing agricultural implements and machines. One is the branch of a large North of England works, which has been established in Austria for nearly sixty years, and the other is an Austrian concern, which had built up a considerable business before the war. The new delimitation of boundaries has seriously affected the business of these two factories as the local demand for agricultural implements and machines is limited. The present production of all the Austrian plants manufacturing iron and steel products and machinery is greatly restricted by the shortage of coal.

INVESTMENT OF FOREIGN CAPITAL.

The Austrian Government recognizes the desirability of attracting foreign capital to participate in the reconstruction of the economic life of the country. The greatest need is for capital to develop the abundant water-power resources of the republic and in this way to alleviate the fuel shortage. A great deal of preliminary work has been accomplished with this end in view and a number of projects are being examined by foreign financiers.

In the meantime the low exchange value of the Austrian crown has been taken advantage of by many foreign financial groups, who have purchased a substantial interest in some of the principal industrial enterprises of the republic. It is proposed

to exempt foreign capital so invested from any levy on capital or other taxation of an exceptional nature. Swiss interests have been the most active in purchasing the shares of Austrian textile concerns. In this way the Voslau worsted spinning mills, the largest enterprises of its kind in Austria, and the Fez Manufacturing Company, another large woollen concern, have passed under Swiss control.

The well-known French Schneider Creusot works, who have made investments in the principal engineering companies of Czecho-Slovakia, have also acquired an interest in the large Austrian Mountain and Mining Company, who have iron and coal works in Austria, Czecho-Slovakia and Poland. The same French interests have also secured control of the Veitscher Magnesite Company, who have the most valuable magnesite mine in Austria and who formerly exported their products chiefly to North America.

Italian financiers have secured a large share in the ownership of the iron works belonging to the Alpine Montan Company, referred to above.

An Anglo-French syndicate have invested in the principal Austrian company manufacturing screws and forgings. English financiers, however, have shown the greatest interest in Austrian navigation and insurance companies.

In addition to securing a direct interest in Austrian industrial undertakings, foreign capital has also been instrumental in re-establishing factories on a working basis by providing raw material to be worked up into finished products, the factory being paid a certain sum as "manufacturing profit," but the whole of the output of finished goods being disposed of by the foreign syndicate who supplied the raw material. Swiss and Italian syndicates were the first to participate in this kind of business, particularly in the textile trade. Lately leading British financiers have formed the Anglo-Danubian Association, Ltd., for the purpose of transacting operations of this kind in Austria, Hungary and Czecho-Slovakia. This association will have a branch in Vienna and, having large funds at its disposal, expects to promote a considerable amount of industrial activity along the lines mentioned.

THE TRADE OF AUSTRIA.

The necessity of having to import so large a proportion of the total amount of foodstuffs required renders highly important the resumption of exports from Austria on a large scale. During the year 1919 Austria was importing goods at the rate of about 900,000,000 crowns a month, of which about half came from the countries composing the former empire. The exports during the same year amounted to about 417,000,000 crowns a month, thus showing an unfavourable balance of trade of about 483,000,000 crowns a month. Mr. Walter Federn, the editor of the Austrian *Economist*, has estimated the cost of the foodstuffs and fodder which Austria should import in order to supply the normal requirements of the country at approximately 10,000,000,000 crowns a year, estimated at present prices. This considerable sum would have to be balanced by an export of the surplus products of the Austrian manufacturing industries. The industrial population numbers only about a million, while the factories depend to a large extent on fuel and raw material from foreign countries. It is thus seen that the maintenance of a trade balance will be a difficult problem for the new Republic of Austria.

TRADE PROMOTION.

In order to rectify as much as possible the unfavourable balance of trade, the Austrian authorities are endeavouring to actively promote the sale abroad of the manufactured products of the republic. The freight rates on the railways are being revised in such way as to favour the development of export trade. Business delegations have been sent to certain allied countries for the purpose of re-establishing commercial relations. The bodies most active in this trade promotion work have been the Chamber of Commerce and the Commercial Museum at Vienna.

A party of representatives of Austrian manufacturers visited Great Britain in the spring under the leadership of Dr. Pistor, the secretary of the Austrian Chamber of Commerce. Sample shipments of electrical machinery, scientific instruments, furniture and ladies' dress goods were taken along with the delegation and displayed in London. This visit was said to have resulted in orders, the proceeds from which will be used for obtaining supplies of raw materials for Austrian industries and foodstuffs, such as frozen meat and lard.

Another delegation has been sent by the Austrian Chamber of Commerce to south-east European countries and it is announced that a convention has been signed with Roumania for an exchange of Austrian manufactures and rolling stock against Roumanian oil products and cereals. It is hoped to shortly send a party of Austrian business men to the United States. Dr. Pistor, the secretary of the Chamber of Commerce, visited Canada before the war. He stated that they are anxious to also arrange for a delegation to visit the Dominion with a view to resuming trade relations between the two countries.

Other means of promoting Austrian foreign trade are the holding of periodical sample fairs at Vienna and the participation of Austrian manufacturers at sample fairs held in other countries. The former is now being considered by the above-mentioned Chamber of Commerce.

IMPORT REQUIREMENTS.

It is evident from the preceding review of the present economic situation in Austria that the amount of business possible with this country in goods other than actual necessities is not large. All importations into Austria are subject to import license and no goods are admitted which are not absolutely essential. Apart from these restrictions trade is limited by the low purchasing value of the Austrian crown. The prices in crowns of imported goods come so high, that even the demand for such necessities as cloth, boots and shoes, etc., is considerably below normal. After the Armistice fairly considerable shipments of textiles and clothing were sent from Switzerland and Italy and later on from Great Britain, but this trade will decline with the resumption of production in Czecho-Slovakia and in Austria itself. The principal import requirements of the Republic of Austria are therefore for foodstuffs and raw materials. Grain, flour, meats, fats, condensed milk, canned foods and sugar must all be imported from foreign countries, but the great bulk of these are being supplied under the relief credits accorded by allied and neutral countries. The nature of the raw materials required is indicated by the above review of the principal industries of the republic. Certain of these raw materials can be supplied from Canada. A possible future line of trade from Canada to Austria is agricultural machinery, but the possibilities are not large for the reason that agriculture is not carried on to the same extent in Austria as in the neighbouring countries, while the republic will have to get along as much as possible with the products of local industry. It is thus seen that the prospects for future trade between Canada and Austria are not very bright, although a certain amount of business should be possible in certain specialties which are not produced in Austria.

EXEMPTION OF DUTY ON AGRICULTURAL IMPLEMENTS IN BRITISH INDIA.

It is announced, says the *United States Commerce Reports* that the Customs Department of the Government of India that the following agricultural implements, when so constructed as to be worked by power other than manual or animal, have been exempted from payment of customs duty: winnowers, thrashers, mowing and reaping machines, elevators, seed crushers, chaff cutters, root cutters, ploughs, cultivators, scarifiers, harrows, clod crushers, seed drills, hay tedders and rakes.

TRADE AND INDUSTRIES OF CZECHO-SLOVAKIA.

TRADE COMMISSIONER L. D. WILGRESS.

VI.

Trade Statistics.

The most recent statistics available regarding the foreign commerce of Czecho-Slovakia are those for the whole of the year 1919, the first year of the existence of the Republic as an independent state. The figures which have been issued covering this period, however, are provisional, and for particulars as to origin of imports or destination of exports it is necessary to refer to the statistics for the first six months of the year in question, since this is still the only period covered by complete trade returns.

TRADE DURING 1919.

It is of interest to examine the provisional figures relative to the trade of Czecho-Slovakia for the year 1919. The total value of the goods imported during this year was 6,555,418,562 crowns. (Par value of crown equal to 20·3 cents, present exchange value of Czecho-Slovakia crown about 2 cents.) Exports during the same period were valued at 5,323,621,196 crowns, thus showing an unfavourable trade balance amounting to 1,231,797,366 crowns.

The principal classes of goods imported during 1919 were flour, wheat, rice, and other food products to the value of 1,443,890,121 crowns; fats valued at 844,835,277 crowns; raw cotton and yarn, at 917,841,763 crowns; wool and woollen goods, at 553,675,441 crowns; and large quantities of hides and leathers, iron, machines, canned foods, tools, and silk. The principal lines exported included sugar valued at 1,571,426,436 crowns; coal and firewood, at 614,306,116 crowns; fruits and vegetables, at 564,205,810 crowns; glassware, at 370,267,850 crowns; and iron products, at 314,849,137 crowns.

The greater part of the above turnover occurred during the last six months of the year, when heavy importations of cotton and other raw materials and foodstuffs arrived and the export of finished goods on a considerable scale commenced. This may be seen by comparing the figures for the whole year with those for the first six months. During the latter period total imports were valued at 1,071,000,000 crowns and exports at 1,289,000,000 crowns, or a favourable balance of trade amounting to about 218,000,000 crowns, whereas for the whole year there is an unfavourable balance of 1,231,797,366 crowns.

The following table gives the value of the imports into and exports from Czecho-Slovakia during the year 1919 by principal classes of merchandise according to the customs classification:—

Imports and Exports, 1919.

Class of Goods.	Imports. Value. C.S. Crowns.	Exports. Value. C.S. Crowns.
Tropical foodstuffs	113,208,874	151,349
Spices	26,734,557	254,381
Tropical fruits	24,993,130	1,400,740
Sugar	7,318,295	1,571,426,437
Tobacco	19,530,173	35,434
Cereals, flour, rice and other foodstuffs	1,443,890,121	9,572,486
Fruits and vegetables	82,169,439	564,205,810
Live cattle	29,549,637	3,438,104
Other traction animals	273,255	203,931
Animal products	69,018,337	20,486,669
Fats	844,835,277	18,185,107
Oils	39,850,236	1,168,746
Drinks	194,099,870	115,312,662

Imports and Exports, 1919.—Concluded.

Class of Goods.	Imports. Value. C.S. Crowns.	Exports. Value. C.S. Crowns.
Provisions	164,092,249	101,845,739
Wood, firewood and charcoal	11,591,838	614,306,116
Furniture and cabinet work	11,091,417	3,749,397
Minerals	41,132,075	37,361,488
Medicines and perfumes	5,740,825	1,388,131
Dyes and tanning material	51,480,852	318,743
Gums and resinous matters	65,806,783	25,758,994
Mineral oils and brown coal and coal tar	54,894,116	10,840,250
Cotton, yarn and cotton goods	917,841,763	100,323,807
Flax, hemp, jute and other vegetable textiles	36,938,518	57,659,401
Wool, woollen yarn and woollen textiles	553,675,441	322,342,640
Silk and silk articles	123,610,095	16,760,888
Clothing articles	82,685,101	81,235,744
Brushes and sieves	2,136,788	3,418,991
Straw, cane and other articles thereof	7,455,336	8,613,390
Paper and paper articles	75,468,706	181,148,385
Rubber and rubber goods	72,499,533	1,812,436
Oil cloth and their products	1,196,926	811,956
Leather and leather articles	229,699,598	144,689,828
Furs in general	6,342,586	6,839,307
Wood products and furniture	79,433,057	114,456,493
Glass and glassware	15,031,160	370,267,850
Bone articles	30,183,466	15,198,851
China	5,816,866	70,479,252
Iron and iron products	162,860,343	314,849,137
Other metals	110,752,682	30,789,273
Machines, apparatus and their parts	194,725,760	111,908,899
Electrical machines and apparatus	93,395,383	15,011,402
Vehicles	29,605,520	11,264,316
Precious metals, precious and half precious stones and their products; coins	3,031,629 49,595,092	3,929,310 11,175,594
Watches and instruments	7,877,524	436,819
Salt (cooking)	133,659,909	132,880,213
Chemicals	85,956,460	29,232,614
Paints and varnishes	33,205,646	2,565,780
Candles, soap and wax articles	8,681,421	51,251,774
Publications and articles of art	1,057,409	1,317,899
Waste	99,697,488	9,538,236
Total	6,555,418,562	5,323,621,196

SHARE OF EACH COUNTRY.

The table appended herewith shows the respective shares of the different countries in the trade with Czecho-Slovakia during the year 1919. It will be seen that the largest exchange of goods was effected with Austria, which country took about 29 per cent of the exports from Czecho-Slovakia during the above period and supplied about 10 per cent of the imports. Shipments of coal contributed in large measure to the high value of the export to Austria during this year. The United States are shown in the table with having sent goods to Czecho-Slovakia to a total value of 1,862,612,646 crowns, or 28 per cent of the total import, but of these goods a total value of 1,596,591,149 crowns is accounted for by foodstuffs supplied on credit. If the value of these foodstuffs is deducted from the total value of importations, it will be seen that Czecho-Slovakia had in reality a favourable balance of trade for the year in question. The remainder of the imports from the United States were comprised mostly of raw cotton.

After the United States the largest supplier of goods to Czecho-Slovakia during 1919 was Germany, with a value of 789,000,000 crowns, or 12 per cent of the total import. This country was also the second largest purchaser of Czecho-Slovak products, taking about 15 per cent of the total export. The volume of imports from and of exports to Germany was particularly increasing towards the latter part of 1919, although the figures are swelled considerably by the exchange of German hard coal for Bohemian lignite.

Italy ranks third on the list of countries which supplied Czecho-Sloavkia with goods during 1919. The import from this source was valued at 683,704,000 crowns, or about 10 per cent of the total, and is largely accounted for by the fact that Italy was the principal shipper of cotton yarn and finished textiles during the first part of the year.

Canada is shown in the table with having taken Czecho-Slovak products to the value of 1,490,647 crowns (approximately $29,000) and with having supplied goods valued at 192,018 crowns (approximately $3,840).

There was a considerable export to France from Czecho-Slovakia during 1919 valued at 599,000,000 crowns, as compared with an import from that country of goods worth 236,000,000 crowns. The sale of a large amount of sugar accounts for this considerable excess of exports over imports from France. Other countries with which a similar excess of exports is shown are Austria, Poland, Hungary, Jugo-Slavia, Bulgaria, Russia, Roumania, and India. It is thus seen that Czecho-Slovakia had a favourable trade balance mostly with countries where poor exchange rates are prevalent and the reverse in the case of countries with higher exchange rates.

The other considerable suppliers of goods to Czecho-Slovakia during 1919, besides the countries already mentioned, were Switzerland with 531 millions, Great Britain with 328 million, Belgium with 306 million, and Holland with 263 million crowns.

Trade of Czecho-Slovakia by Countries, 1919.

	Imported from. C.S. Crowns.	Exported to. C.S. Crowns.
Albania	.....	3,449,542
Belgium	306,512,773	23,846,367
Bulgaria	18,699,502	93,750,186
Denmark	78,095,686	58,789,590
France	236,268,456	599,033,570
Hamburg	4,605,938	2,829,294
Italy	683,704,016	211,119,812
Jugo-Slavia	168,472,345	243,410,657
Hungary	168,827,890	252,903,319
Holland	263,533,487	67,763,685
Germany	789,129,493	800,627,832
Norway	26,342,672	302,148,505
Plebiscite District of Silesia	22,576,698	34,983,937
Poland	76,455,481	451,132,068
Austria	676,417,425	1,535,425,986
Roumania	24,521,565	84,039,676
European Russia	147,627	89,402,720
Spain	48,276,555	1,465,374
Sweden	77,752,475	28,406,228
Switzerland	531,707,412	79,089,639
Turkey in Europe	8,997,058	6,601,621
Ukraine	7,207,163	9,848,370
Great Britain	328,440,558	238,145,324
British India	2,538,445	15,884,428
Asiatic Russia	.....	3,143,668
Egypt	10,147,595	2,075,255
Argentina	51,158,253	601,980
Canada	192,018	1,490,647
United States	1,862,612,646	70,893,794
Rest of America	75,007,018	3,797,138
Australia	3,383,133	31,146
Other countries	3,687,179	7,489,868
Total	6,555,418,562	5,323,621,196

DETAILED STATISTICS.

The detailed trade returns which have been issued for the six months' period, January to June, 1919, do not afford a very satisfactory indication of the trade of Czecho-Slovakia, owing to the fact that during this period the country was still suffering from the economic exhaustion consequent upon the war and the break-up of the Austro-Hungarian Empire. Thus a very large quantity of foodstuffs, clothing

articles and other relief goods were imported, which normally would be produced within the country. The industries which contribute to Czecho-Slovak export trade were also paralyzed during the first six months of 1919 for lack of raw material. It therefore follows that the summary figures for the whole of the year, as given above, indicate much better the probable future trend of the trade of Czecho-Slovakia. It may, however, be of interest to show the principal classes of goods imported from and



Reichenberg, the Trade and Industrial Centre of Northern Bohemia.

exported to Great Britain and the United States during the first six months of 1919, as the products and requirements of these two countries are the most familiar to Canadians.

Czecho-Slovak Trade with the United Kingdom, January to June, 1919.

Class of goods.	Imported from United Kingdom. Value. C.S. Crowns.	Exported to United Kingdom. Value. C.S. Crowns.
Colonial foodstuffs	1,017,599	—
Spices	575,063	—
Flour, grain, rice and other foodstuffs	1,210,375	—
Fruits and vegetables	.....	8,500
Animal products	858,270	—
Fats	802,160	—
Oils, vegetables	213,465	—
Provisions	64,000	—
Minerals	435,625	—
Gums, resins, etc	822,351	—
Mineral oils	892,850	—
Cotton, yarn and cotton goods	9,800,230	—
Flax, hemp, jute and articles thereof	304,750	290
Wool and woollens	230,154	—
Clothing articles	1,096,004	—
Straw, reed and wicker articles	850,000	536
Rubber and rubber goods	966,371	—
Linoleum	20,894	—
Leather and leather goods	672,605	—
Woollen articles	30,000	386
Glassware	.....	1,015,143

Czecho-Slovak Trade with the United Kingdom, January to June, 1919.—Con.

Class of goods.	Imported from United Kingdom. Value. C.S. Crowns.	Exported to United Kingdom. Value. C.S. Crowns.
Silica articles	15,045	—
Metal goods, other than iron or steel or precious metals	191,702	—
Chemicals	600,911	—
Paints and varnishes	234,141	—
Candles and soaps	35,700	—
Books and objects of art	.....	3,256
Total	21,940,265	1,028,111

Czecho-Slovak Trade with the United States, January to June, 1919.

Class of goods.	Imported from United States. Value. C.S. Crowns.	Exported to United States. Value. C.S. Crowns.
Fruits and vegetables	.....	19,720
Animal products	.....	196,656
Fats	65,637	—
Oils, vegetables	6,426	—
Provisions	6,208,000	—
Materials for dying and tanning	1,746,342	—
Gums, resins, etc.	5,518	—
Mineral oils	73,268	—
Wool and woollens	605,296	—
Clothing articles	.....	39,950
Paper and paper articles	129,200	6,800
Rubber and rubber goods	1,641,024	—
Wooden articles	12,011	—
Glassware	.....	563,254
Iron and iron products	17,850	—
Machines and apparatus	158,100	—
Precious metals and precious stones	.....	171,335
Instruments, tools, watches and clocks	2,325,960	—
Chemicals	10,703	—
Paints and varnishes	.....	126
Candles and soaps	30,600	—
Books and objects of art	.....	6,800
Total	13,035,908	1,004,641

FUTURE EXPORTS.

In order to afford an indication of the probable volume of export from Czecho-Slovakia when the normal output of the leading industries of the country can be re-established, a Bohemian expert has prepared two interesting tables, showing the annual value of the total exports to western and to eastern countries based upon prewar production and prewar prices, as follows:—

Prewar Export to Western Countries (France, Great Britain, United States, Switzerland, Belgium, etc.)

Timber all kinds	$ 45,000,000
Hops	24,000,000
Sugar	120,000,000
Malt	12,000,000
Iron	5,000,000
Paper	8,000,000
Wooden articles	12,000,000
Glassware	30,000,000
Other articles	51,000,000
Total	$307,000,000

Prewar Export to Eastern Countries (Austria, Hungary, Poland, Jugo-Slavia, Bulgaria, Roumania, Russia, etc.)

Steel, iron	$ 80,000,000
Agricultural machines	40,000,000
Iron products	30,000,000
Industrial equipment	30,000,000
Chemical products	20,000,000
Alcohol	40,000,000
Sugar	20,000,000
Textiles	40,000,000
Footwear	20,000,000
Other articles	26,000,000
Total	$346,000,000

After due allowance has been made for increased prices and other changes resulting from the war, the above tables afford an excellent indication of the probable future volume of Czecho-Slovak trade and the important part which this country is likely to play as a supplier of manufactured goods to other countries.

MINING INDUSTRY SUPPLIES IN SOUTH AFRICA.

Trade Commissioner W. J. Egan.

The annual report of the Secretary for Mines and Industries, and of the Government Mining Engineer, for South Africa, for 1919, is a comprehensive and practical record of work done and suggested development, many phases of which will be interesting to the Canadian mining and manufacturing industries.

Much of a valuable nature is given in that portion of the report dealing with the many aspects of labour, especially in the mines; the subject is, however, too extensive to review in the present article. In this connection it may perhaps be mentioned that the Secretary for Mines and Industries, who was the representative of the Union Government at the International Labour Conference held in Washington last year, has spoken in terms of the highest praise of the effective work of the Canadian representatives at that congress.

The serious position of the low-grade mines in the Witwatersrand district is a matter of much concern to the Government, the mines themselves and the general public; at the present time some are working at a loss, and others on only a small and diminished profit, and the effect as regards unemployment will be quite serious if these are to close down. In the more productive mines certain labour questions are also minimizing the output so that many difficult problems are before the Government and the industry.

Attention is now being more definitely concentrated on base metals and minerals and an inspector of mines was sent to England towards the end of last year to bring to the notice of those interested in minerals the favourable opportunities presenting themselves in South Africa for the exploitation, primarily, of iron ores, asbestos, corundum and mica; and, secondly, salt, lime, gypsum, soda, magnesite and graphite. The visit is expected to have useful results in the near future.

It is interesting to note that since July, 1919, a new arrangement between the gold producers, the Union Government and the Bank of England has been in force whereby the gold mined in the Union is marketed through agents in London to the best advantage, and instead of the old standard rate of £1·24773 per fine ounce, an average of approximately £5·267 per fine ounce was obtained during the latter half of the year.

The following summary of the mineral produce of South Africa, showing the growth of value during the past year, will afford a comparison with Canada's mineral output and also show the range, quantity and individual value of the minerals produced.

MINERAL OUTPUT AND VALUE.

Products		Year 1918. Quantity	Year 1918. Value.	Year 1919. Quantity.	Year 1919. Value.
Gold	fine oz.	8,418,379.029	$174,335,130	8,331,651.142	$172,535,430
Silver	"	877,522.147	914,590	891,303.635	1,115,420
Diamond estate		2,537,360.16	34,684,980	2,588,017.06	67,056,650
Coal	tons.	9,877,325	15,720,000	10,266,135	16,654,220
Sulphate of ammonia	"	2,503	420,700	3,762,186	500,990
Copper	"	6,874,859	1,667,740	4,885,319	1,142,950
Tin	"	2,206,012	2,149,900	1,630,168	1,354,860
Antimony	"	90,055	12,630	32,000	2,090
Arsenic	"	17,785	8,580	8,120	3,230
Lead	"	161,600	9,200	756,000	24,230
Manganese	"	544,250	9,560	155,000	2,910
Tungsten	"	18,880	17,790	*4,469	3,410
Asbestos	"	3,674,053	263,450	3,932,077	323,730
Corundum	"	3,875,526	127,020	178,587	7,270
Graphite	"	78,974	11,170	85,511	12,730
Iron pyrite	"	4,630,000	34,200	5,532,234	43,390
Magnesite	"	832,500	10,650	1,024,000	13,260
Mica	"	5,089	5,780	2,951	1,810
Mineral paints	"	735,556	6,950	239,809	2,790
Soda	"	764,340	54,120	52,050	3,670
Talc	"	670,250	8,350	756,750	10,580
			$230,472,490		$250,815,620

*Mostly contained in other ores.

In the above table the increased value of diamonds is due to the rise in price per carat: silver also appreciated during the year. Greater production, however, accounted for a part of the increased value in silver, as also of the increased totals in coal, sulphate of ammonia, asbestos, lead and iron pyrites. Decreases in production are registered against gold, tin, copper, corundum, soda and tungsten.

MINING MATERIALS.

It is in connection with the stores and materials used in the mines, quarries, etc., that this report is most interesting to Canada and Canadian producers. The range and quantity involved opens up a splendid opportunity for the supply of Canadian products.

The value of stores consumed during 1919 in the South African gold mining industry was $54,641,200; in the diamond mining industry, $5,158,000; and in coal, base mineral and other mines, $1,593,900 making a total of $61,393,100. This demand shows an increase of about 5 per cent per annum during the past seven years. Of the total here mentioned approximately 65 per cent were South African or Rhodesian products and the balance imported goods.

The largest item on the imported list is that of pipes and pipe fittings, of which $2,225,720 worth were used. The larger percentage of these was utilized in the gold mines; coal mines coming second in order. Cyanide is another importation of which large quantities are in demand. During the year under review, 6,727,982 pounds were used, valued at $1,765,000. This article is brought in for the gold mines only and, owing to a special war effort by British manufacturers, was, during 1919, received almost wholly from the United Kingdom.

Prewar Germany secured the greater part of this import and isolated shipments are recorded during recent years from Belgium and Holland.

Disinfectants and hospital requisites—a regular line in this industry—were brought in for mining use to a value of $160,000. Chemicals and assay and smelting requisites reached a total import value for the mines of nearly $300,000; while matting, brattice and filter cloth totalled $135,000. The use of imported detonators reached an amount of $425,000; electrical fuses, $70,000; safety fuses, $1,650,000.

Another item worthy of notice is wire rope, the total value of which is shown as $1,285,000. Oil-skins and gum-boots were imported for mining use to the amount of $150,000.

METALS, MACHINERY AND TOOLS.

Under this heading antifriction metals were utilized to the extent of $100,000 worth; brass castings to the value of $16,500; and iron castings $59,000. Zinc and zinc discs are mentioned to a value of $1,100,000; iron products hold a prominent position in the mining import list. Bar and angle iron was used to a value of nearly $300,000; galvanized iron, $150,000; sheet and pig iron nearly $30,000; bolts, nuts, washers and rivets, $460,000; screws and nails, $182,000; locks, hinges, staples, chains, etc., $75,000; miscellaneous ironmongery, $50,000.

Steel accounts for large importations as follows: bar, tool, cast, etc., $200,000; sheet, $790,000; other, $82,000. The value of shoes and dies used in the mines during the year was $800,000.

Hand tools, which include picks, shovels and hammers, reached a total of $800,000. Coal-cutting machines and machine spares were valued at $165,000; and electrical machinery and spares, which include generators and engines, hoists, locomotives, motor pumps, transformers and miscellaneous machinery and fixtures, amounted to $1,600,000.

Machinery and machine tools and spares make up a very large item and were consumed last year to a total value of nearly $5,000,000, of which total rock drills and spares amount to over $1,790,000.

One of the largest items in this class is hand drills, of which the mines imported to a value of $248,000; followed by boiler plants $235,800, electrically-driven pumps $129,780, engines and compressors $123,780, workshop plants $115,870, winding engines $114,720, reduction plants (note including engines and stores) $82,880, headgear $62,849, washing plants $54,210, air-driven pumps $45,680, gas or oil-driven pumps $35,200, miscellaneous machinery amounted to the large total of $496,140, and hosing (steam-suction and rock-drill) $425,000, hose fittings $100,000.

A general item of extensive use, namely, packing, is credited with nearly $250,000; lubricants are very heavily used, and 849,557 gallons of oils are recorded at $550,000, while grease and tallow reached a total of $420,000.

The use of boiler fluid reached a total value of $15,000, and belting (including lacings and fasteners) amounted to the large total of $914,100.

TIMBER, RAILWAY AND BUILDING MATERIALS.

Imported timber for use in the mines reached a total value of $2,215,000, distributed as follows: Building material (ceilings, floorings, doors, etc.), $177,000; Oregon, pitch pine, etc., $1,525,000; deals, $412,000; other, $101,000.

Of railway materials, rails, crossings, sleepers, etc., were brought into the mines to a value of over $1,000,000, while trucks and spares totalled $565,000.

An interesting item, and one capable of reaching larger figures with better supply, is that of fencing and wire netting, of which a total of $20,000 worth is recorded last year.

Paint, tar and driers valued at $135,000 were imported for mining use during the period under review.

The foregoing information—which covers present mining operations—should be of value to Canadian manufacturers already catering for, or now planning to enter, the export market. It is true that some of the mines must close down, but on the other hand, new developments in sight will mean an increase in requirements and this important prospective field should not be neglected.

This office will be glad to co-operate with manufacturers of mining supplies for the placing of their agencies. If, however, Canadian firms would prefer to circularize the mining material and machinery importers, a complete list of the same may be secured by making application to the Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa.

In addition to the above-mentioned list, the Department has on file a list of the mining concerns in the several provinces of the Union of South Africa.

SOUTH AFRICA'S IMPORTS.

Trade Commissioner W. J. Egan.

XXIII.

While Canadian bacon and hams have not been in evidence at any time in direct shipments from Canada the credit for value shown in 1913 is legitimate as the article concerned was of Canadian origin, being cured in the United Kingdom and shipped from there to this country. The great advantage held by the United Kingdom in this respect is due to the weekly sailing of cold storage steamers. A good trade could, however, be developed from Canada, as now that normal shipping is restored there is at least a monthly sailing with cold storage accommodation from Canada direct to South African ports. The bacon lines in demand are three-quarter sides and gammons.

A remarkable decrease is shown in the importation of bacon in 1919 as compared with 1913. In the latter year 4,701,321 pounds were received here, while during 1919 the total only reached 3,797 pounds. Canada, during 1913, is credited with 378,000 pounds, but nothing during the past year. The United States from a total of 246,341 pounds in 1913 dropped to 1,276 pounds in 1919, while the United Kingdom, which supplied 1,627,212 pounds in 1913 only, succeeded in sending 1,873 pounds last year. Denmark, Holland, Russia, France and Belgium, all of which formerly shipped to this market, have ceased export. Small consignments have recently come in from Australia, Japan and the Argentine. The former shipments of ham to South Africa have also been reduced in like proportion to those of bacon, the previous and present sources of supply being about the same as for the latter article.

By reason of the shortage of overseas supplies an industry has recently been created within the union for the production of these and other products.

The following information may be of interest to the Canadian producer as showing the extent to which the industry had advanced here in 1918.

Meats and Bacon.

	1913.	1919.	Decrease or Increase.
Total for the Union	$928,000	$1,525	– $926,475
Canada	74,800	.....	– 74,800
United States	47,000	525	– 46,475
United Kingdom	323,000	670	– 322,330
Denmark	433,000	.....	– 433,000
Holland	9,700	.....	– 9,700
Russia	10,900	.....	– 10,900
France	5,500	.....	– 5,500
Belgium	4,900	.....	– 4,900
Australia	.....	25	+ 25
Japan	.....	35	+ 35
Argentina	.....	250	+ 250

Meats—Ham.

	1913.	1919	Decrease or Increase.
Total for the Union	$327,000	$16,250	– $310,750
Canada	4,000	.....	– 4,000
United States	67,000	4,400	– 62,600
United Kingdom	193,000	1,225	– 191,775
Denmark	46,700	.....	– 46,700
Russia	7,600	.....	– 7,600
Holland	2,500	.....	– 2,500
Germany	2,300	.....	– 2,300
Australia	.....	11,225	+ 11,225
Argentina	.....	425	+ 425

Bacon and Ham Factories in South Africa.

In the year 1915 there were eleven bacon and ham plants in the union, which increased to seventeen in the year 1918. The total production in the year 1918 was $1,843,000, an increase in value of $1,203,500. The several lines manufactured in 1918 were: Bacon, 4,635,476 pounds, valued at $1,366,600; ham, 136,985 pounds, valued at $54,825; lard, 446,616 pounds, valued at $119,000; polonies and sausages, 1,159,063 pounds, valued at $200,000. Among other articles prepared from meats were 253,000 pounds fertilizer materials valued at $32,950.

The above details show a development in production which must have some effect as regards future imports. These results have, however, been achieved at prices and quality of production which will have to be considerably bettered by the South African producer if he expects to hold or increase his trade against overseas competition, under anything like normal supply.

Meats—Pressed and Tinned.

	1913.	1919.	Decrease or Increase.
Total for the Union	$679,000	$423,900	−$255,100
Canada	80	100	+ 20
United States	180,000	298,200	+ 118,200
United Kingdom	80,500	43,100	− 36,400
Australia	285,000	67,625	− 217,375
Uruguay	50,000	1,500	− 48,500
Argentina	42,000	8,110	− 33,890
France	.....	4,470	+ 4,470

Meats—Salted and Cured.

	1914.	1919.	Decrease or Increase.
Total for the Union	$10,000	$13,590	+$ 3,590
Canada	.....	.....	—
United States	8,800	8,400	− 400
United Kingdom	440	10	− 430
Norway	300	.....	− 300
Argentina	.....	6,040	+ 6,040

Owing to clearing offers on the several English markets, more particularly Liverpool and London, there has been a considerable importation into South Africa this year of several brands of Canadian canned meats, and as some of the firms interested in these lines are making agency arrangements here, Canada should secure and hold a fair trade in the future. Patience will, however, have to be exercised for the reason that at the present moment and for some time to come the market is undoubtedly overloaded.

The normal average importation of preserved and tinned meats prior to the commencement of the war was three and a half million pounds annually. Last year's total of 1,645,661 pounds, while less than half the former quantity, was considerably in advance of the totals for the three previous war years. The United States has secured the larger share of this trade, shipping 1,204,095 pounds last year, as against 838,256 pounds in 1913. The United Kingdom, which in 1913 supplied 303,157 pounds, only sent 77,834 pounds last year. Australia and the Argentine have for some years shipped largely to this market, but did not during 1919 reach former totals. Uruguay, which supplied 171,828 pounds in 1913, only sent 5,076 pounds last year. Small shipments have recently arrived here from New Zealand and France. The former did not, however, ship last year.

The average import of salted and cured meats in 1914 and 1915 was over 100,000 pounds, which increased in 1918 to 200,000 pounds, but fell back last year to less than 70,000 pounds, of which quantity the United States and Argentine almost equally divided the supply. Small consignments have at various times been sent by the United Kingdom, Norway, and Uruguay, but no definite trade with either of these countries is in evidence.

Sausage Casings.

	1913.	1919.	Decrease or Increase.
Total for the Union	$65,000	$121,400	+ $56,400
Canada	5,700	21,375	+ 15,675
United States	47,500	97,900	+ 50,400
United Kingdom	3,100	1,635	− 1,465
Australia	175	1,220	+ 1,045
Holland	7,200	.....	+ 7,200
Japan	.....	240	+ 240

The Canadian sausage casing is in good demand in South Africa. The great difficulty to be overcome is certain contract arrangements for delivery from American producers whose prices, as a rule, were below Canadian offers. Representation on the spot has had the effect of bringing up Canada's share of this trade.

The total import under this heading has gradually grown during the last few years, and will probably continue to slightly advance each year for a few years. The larger portion of the trade is held by United States shippers, with Canada in second place. The United Kingdom is responsible for small consignments each year, while Australia, Holland, the Argentine and Japan have at various times sent small shipments. The total quantity imported into the Union during 1919 was 238,937 pounds.

TRADE OF TRINIDAD, 1919.

TRADE COMMISSIONER E. H. S. FLOOD.

Barbados, November 3, 1920.—All the important annual reports of the colony of Trinidad for 1919 have now been published, including the blue book and customs returns, which show that the total imports—including the transit trade—were £6,217,234, and the exports £7,256,594, making a total trade of £13,473,828, an increase over 1918 of £3,213,289. An increase of £61,850 was also shown in the amount of customs duty collected, the total revenue from customs being £503,160. The figures both for total trade and revenue from customs constituted a record. The increase in the amount of import duties collected was attributed to the duties on apparel, cattle, motor cars, motor car parts, cotton piece-goods, other cotton goods, films, hardware, foodstuffs, spirits and tobacco. The average rate of duty on goods entered for home consumption was a little over 7½ per cent.

The following table will show the imports, exports and average annual trade, taken in periods, since 1900:—

Period.	Imports.	Exports.	Total Trade.
1901-2 to 1905-6	£12,546,873	£11,516,625	£24,063,498
Annual average	2,509,375	2,303,325	4,812,700
1906-7 to 1910-11	14,956,758	15,376,135	30,332,893
Annual average	2,991,352	3,075,227	6,066,579
1911-15	21,188,506	21,202,041	42,390,547
Annual average	4,237,701	4,240,408	8,478,109
1916-19	19,672,871	21,909,618	41,582,489
Annual average	4,918,218	5,477,404	10,395,622

DIRECTION OF THE TRADE.

The value of the trade with the United Kingdom, the United States and Canada for 1918-19 is shown in the following statement. Prior to 1913 trade with the United Kingdom was greater than with any other country; it now stands second, the United States taking the first place and Canada the third.

1918.

Countries	Imports.	Exports.	Total Trade.
United Kingdom	£ 755,044	£2,182,596	£ 2,938,640
United States	1,667,441	1,572,749	3,240,190
Canada	807,083	212,835	1,019,918
Other countries	.....	.....	—
Total	£5,108,960	£5,149,579	£10,258,539

DIRECTION OF THE TRADE—*Concluded.*

1919.

Countries	Imports.	Exports.	Total Trade.
United Kingdom	£ 945,733	£2,675,867	£ 3,621,600
United States	2,213,879	2,116,194	4,330,073
Canada	1,065,606	302,999	1,368,605
Other countries	.....	.....	—
Total	£6,217,234	£7,256,594	£13,473,828

INCREASED VALUE OF THE IMPORTS.

The value of the imports in 1919 rose to the highest figure, exceeding that of 1918 by £1,108,274, and as compared with the average of the three prewar years was greater by £1,227,390. A scrutiny of the list of the principal articles imported, as given by the Customs Department, discloses the fact, however, that in foodstuffs where quantity is shown, the quantity imported, with few exceptions, was less than in the prewar year, 1913, the only important exception being that of flour. A small increase, however, over the figures of 1913, occurred in animal food, cornmeal, fine salt, and tobacco. In the case also of manufactured goods where quantity is given, less goods appear to have been imported than in 1913, with two exceptions—motor cars and gasolene. Thus the statement made by the collector of customs is justified, that "the increase is mainly due to the prevailing enhanced prices."

IMPORTS FROM THE UNITED KINGDOM AND THE UNITED STATES.

The average annual imports in the three years preceding the war, from the United Kingdom and the United States, were £1,295, and £1,004,259 respectively. Last year the imports from the United States valued £2,024,516, and from the United Kingdom £864,233. It will be seen, therefore, that in the period the United States has gained ground considerably, whereas the United Kingdom has fallen very much behind. The change that has taken place has been the substitution of British manufactured goods by those manufactured in the United States. Some of the most important increases have been in cotton goods, apparel, bags and sacks, hardware, machinery, metals, paper and coal. There has been a change in favour of the United States in nearly all lines of manufactured goods.

IMPORTS FROM CANADA HAVE INCREASED.

The imports from Canada valued £1,061,826, an increase over the previous year of £257,821. Increases occurred in all classes of goods, the greatest being in foodstuffs, the increase here amounting to £149,693, chiefly in fish and flour. Raw materials also accounted for more, chiefly in lumber, shooks, headings, manure and cattle food. There were increases also in manufactured goods, and in the unclassified list. In nearly all the principal articles imported from Canada there was an increase, except in brooms and brushes, oats, medicines, condensed milk, oils and soap. In the last eleven years the value of the imports from Canada rose over £1,000,000. In 1909 the value of the imports was £106,045, and by steady advances has reached the figure mentioned above, viz., £1,061,826.

The following statement will give some idea of the steady advance in this respect:—

COMPARATIVE STATEMENT OF THE IMPORTS FROM CANADA IN 1917, 1918 AND 1919.

Articles.	1917.	1918.	1919.
Bags and sacks, empty	.....	.....	£ 1,928
Bags, travelling and tool	.....	.....	1,376
Biscuits, bread and cakes	£ 118	£ 937	2,485
Boots and shoes	743	913	1,659
Brooms and brushes	1,710	2,569	1,464
Butter	3,354	9,220	9,227
Cattle and other animal food	6,116	1,459	10,551
Cheese	798	868	2,689
Cordage and twine	2,848	4,352	5,413
Fish (all kinds)	98,374	91,327	143,374
Fruit (fresh)	340	345	462
Grain—flour	493,350	550,789	674,734
Corn and oats	40,444	43,868	27,655
Pulse	227	533	3,648
Hardware	.....	.....	5,148
Hay	491	133	575
Manures	.....	.....	6,518
Meats (all kinds)	1,109	2,803	3,027
Medicines and drugs	1,126	2,495	1,707
Metals	.....	.....	4,912
Milk (condensed)	15,001	9,397	8,345
Oils—Edible	475	113	9
Other kinds	873	4,506	3,366
Painters' colours and materials	3,298	6,065	7,024
Paper (all kinds)	5,437	4,130	6,716
Rubber manufactures	.....	.....	9,861
Soap	1,796	3,481	49
Spirits, potable	.....	.....	2,050
Vegetables (fresh)	12,122	8,353	18,488
Wood and timber—			
Dressed	8,360	6,283	14,162
Undressed	14,277	5,066	21,524
Shooks, staves and headings	.....	.....	2,661
Manufactured	3,764	1,903	2,148
Unenumerated	30,465	42,097	56,871
Totals	£747,816	£804,005	£1,061,826

Notes on the Imports.

MACHINERY, HARDWARE AND METALS.

In the five prewar years the value of machinery imported averaged a little over £100,000, and has risen in value to £369,876. Formerly the bulk of the machinery imported came from the United Kingdom. In the year under review the United States supplied £256,469 and the United Kingdom £11,236. No part of this trade is done by Canada, the machinery imported being chiefly for sugar factories, oil fields, electric and other companies. In hardware the figures of the import stood at £117,595, the United States supplying £68,531, the United Kingdom £42,675, and Canada £5,148. In metals Canada supplied £4,912 out of a total import of £81,080.

CEMENT.

The quantity of cement imported in the last few years has fallen off, no doubt due to the high price. Last year 18,711 barrels were supplied by the United States, 10,335 by the United Kingdom, and 9,216 by Canada. This is the first year in which Canadian cement in any quantity has appeared in the Trinidad market. In 1918 nearly the whole supply came from the United States.

BUTTER, CHEESE AND MILK.

There should be a much greater quantity of Canadian butter sold in Trinidad, when it is seen that the demand occasioned an import of £55,928, of which the United States supplied £39,638 and Canada £9,227. Of cheese also, the Canadian share is

not in any way adequate, seeing that in prewar years the quantity of cheese imported averaged about 285,000 pounds. In cattle food also a greater quantity might be supplied from Canada, the total import being valued at £51,760, of which the United States' contribution was £39,106 as against Canada's £10,551. Condensed milk in prewar years was supplied chiefly by the United Kingdom, but now the United States has the trade, and out of a total import of £50,930 supplied £41,997 as against £8,345 from Canada. It would appear that there is a reasonable opening for Canadian exporters in butter, cheese and milk.

CORDAGE AND TWINE.

More cordage and twine are being imported than in 1913, in which year the value of the import was £10,448, Canada supplying £1,075. In recent years the average value of the import has risen to £32,000. This increase is partly due to enhanced prices, but it is also probable that a considerably greater quantity of cordage and twine is being imported. Last year the United States supplied £13,785, the United Kingdom £11,692, and Canada £5,413. It would appear from the above figures that Trinidad offers a good market for Canadian cordage and twine.

BOOTS AND SHOES.

A small increase in value is credited to Canada in these items, though as compared with the import from the United States, the Canadian shoe trade can hardly be said to exist so far as this colony is concerned. There is certainly an opening here for Canadian enterprise.

FURNITURE.

The bulk of the household furniture now being sold in Trinidad is made locally, and the manufacturing industry is being extended to cover other lines of furniture that are now imported, with the exception of chairs and rattan furniture. A considerable demand exists for iron beds, and the attention of Canadian manufacturers is called to this fact, though Canadian beds are now stocked to some extent.

FLOUR.

The requirements for flour for some time past averaged about 250,000 barrels a year, and jumped last year to 319,924 barrels, all of which was entered for home consumption. Of this supply 11,326 barrels came from the Argentine, 62 from neighbouring colonies, 41,437 from the United States, and the balance, 267,099, from Canada. The value of the total import was £789,629.

FISH.

A steady falling off has occurred in recent years in the quantity of fish imported. In 1909 about 8,855,216 pounds of fish of various kinds, chiefly Canadian, found their way to this market, but last year the total import was only 5,732,779 pounds. This decline in the consumption of fish may be accounted for by the high cost of fish, the statistics rating fish three times higher per pound than in 1909. The total value of fish of all kinds imported was £149,713, nearly all of which was credited to Canada.

CONDITIONS OF THE DRY GOODS TRADE.

One of the leading firms in Port of Spain remarking on general conditions in the dry goods trade last year, stated that though the Customs returns showed a large value of imports in cotton goods and the various lines stocked in the trade, yet there were less dry goods imported than the demand called for. Cotton goods were imported to the value of £267,712, gloves and hosiery £16,618, ribbons and other manufactures

£75,918, most of which, with the exception of the latter, came from the United States. In ribbons and other small lines in cotton and silk, the United Kingdom had the bulk of the trade. General conditions in the trade were fairly satisfactory and still continue so, except the short stocks and the difficulty in getting deliveries. A strong demand for dress goods in light weights, washable and fancy, in silk and cotton, continued through the year. An equal demand existed for women's hosiery in lisle, silk and cotton, and for gloves in lisle and silk, most of which were supplied by the United States. Of men's underwear, including neckties, braces, porous knit undervests and drawers, in all lines in fact, except zephyr and mercerized shirts, a certain amount was imported from Canada, and the trade in these lines is on the increase. In all lines of cloth and manufactures of wool generally the value of the import has remained about the same for some years, though the quantity obtained has been much less, and the stores are under-stocked. The United Kingdom still supplies the market as heretofore, only a small quantity coming from other countries. For the Venezuelan trade, prints, foulards and textiles, a good part of which is imported from Spain, were not stocked as heavily as in former years. It is gratifying to note that Canada is entering the market in some lines of the dry goods trade.

The Exports.

The value of the exports of local produce and the re-exports of merchandise was £7,293,486, goods in transit £963,108, making an aggregate total export of £7,256,594. Comparing 1919 with the last normal year before the war—1913—it is found that practically every item in the exports of the staple products has increased both in quantity and value, except a few minor items, such as dried asphalt, manjack and bitters.

The following statement of the exports for the five-year period, 1915-19, in classes, exclusive of the transit trade, will show the flourishing condition of the colony:—

	1915.	1916.	1917.	1918.	1919.
Class I.					
Food, drink and tobacco	£3,535,197	£3,592,454	£3,662,100	£3,158,278	£4,586,059
Class II.					
Raw materials and articles mainly unmanufactured	426,780	448,255	899,135	1,118,005	1,152,742
Class III.					
Articles wholly or mainly manufactured	99,958	253,813	181,535	298,546	448,029
Class IV.					
Miscellaneous and unclassified	3,176	233	76	375	205
Class V.					
Bullion and specie	.....	.....	.....	.....	106,451
	£4,065,111	£4,294,755	£4,742,846	£4,575,204	£6,293,486

COCOA.

Cocoa is the premier crop of the colony, contributing over one-half to the value of the exports. Last year the yield was large, and was only exceeded in 1914 and 1917. Though it was less by nearly 10,000,000 pounds than in 1917, the value was greater by £942,092. Trinidad cocoa has fluctuated in price in the world's market

from 55s. to 95s., which highest level it touched in 1915. In the year under review, the price in the early months stood at about 90s., but from June to the end of the year averaged 125s., the highest price ever obtained for cocoa in Trinidad.

SUGAR.

The sugar crops of 1918 and 1919 were much below the average of the four preceding years, due chiefly to pests and unfavourable seasonal conditions. The value of the crop in 1919, however, due to high prices, must be considered as satisfactory. The annual average export to Canada from 1906 to 1910 was 22,091 tons, from 1911 to 1915, 12,907 tons, and from 1915 to 1918, 2,099 tons. The average for the United Kingdom during the latter period was 8,887 tons. No sugar or rum was shipped to Canada last year, the Sugar Commission in England taking over the supply. Only about 1,000 puncheons of molasses valuing £7,630 were sent to Canada.

COCOANUTS.

The cocoanut industry continues to show marked progress. Last year the number of cocoanuts shipped exceeded that of any other year, but there was a large decline in the shipment of copra. Adding the equivalent of copra, the total number of cocoanuts shipped was 36,291,523, while the total shipment of copra was only 5,385,099 pounds. The total figures, however, were only slightly under the two previous years. During the year the price of cocoanuts and copra was abnormally high, and the industry yielded a net return of £357,298. The United States took of these products to the value of £234,521, the United Kingdom £88,963 and Canada £31,791.

The following table of exports will show the progress in the cocoanut industry during the last five years:—

	A. Cocoanuts. Number Exported.	B. Copra. lb.	C. Cocoanuts equivalent to Copra as in Column B.	D. Total Exports Cocoanuts. i.e. A. & C.
1915..	14,537,318	3,986,731	11,960,193	26,497,511
1916..	17,849,207	3,339,848	10,619,544	27,868,751
1917..	16,595,282	7,201,448	21,604,344	38,199,626
1918..	22,200,385	5,231,991	15,695,973	37,896,358
1919..	30,906,424	1,795,033	5,385,099	36,291,523

PETROLEUM.

The Inspector of Mines in his report on the work of the Department of Mines, makes the following remarks:—

"During the past year there has been a considerable boom in the oil industry and a number of companies of good financial standing have acquired lands with a view to commencing drilling operations, and I expect that in the near future the oil-bearing lands of the colony will be developed on a very much greater scale than has been done in the past. At the present moment, however, I understand that there is considerable difficulty in obtaining prompt delivery of drilling equipment, etc., largely due to the demand in all parts of the world for machinery.

"The export of crude oil and its products shows an increase over last year, the figures being 49,000,000 Imperial gallons during the year under review as against 45,000,000 Imperial gallons for 1918. The shipments of crude oil, oil fuel and distillates to the Admiralty have continued during the whole year, and constitute the largest part of the oil exported from the colony. The bunkering trade continues to make good progress, as a considerable number of ships call to replenish their bunkers with oil fuel. The local and West Indian trade is also increasing."

At the present time thirteen companies are in operation on the oil field. The capital subscribed is mostly English, and the machinery American.

DIRECTION OF THE EXPORT TRADE.

The trend of the trade, with reference to the countries of destination of the exports for 1918 and 1919, is given hereunder:—

Countries.	1918.	1919.
United Kingdom	£2,085,726	£2,444,447
Canada	225,352	165,246
Other British possessions	279,152	316,157
United States	1,423,974	1,777,632
Venezuela	32,299	166,993
France	204,989	985,891
Other countries	323,712	437,120
Total	£4,575,204	£6,293,486

The following statement shows the quantity and value of the exports of the staple products of the colony in 1918 and 1919:—

Articles.	1918. Quantity.	1918. Value.	1919. Quantity.	1919. Value.
Asphalt—Crude, dried and Manjack	49,875 tons	£ 70,003	63,869	£ 126,682
Asphalt—Epuré	6,924 tons	18,822	2,705	8,116
Bitters	25,960 gals.	25,960	15,062	15,062
Cocoa	58,638,562 lb.	1,547,085	60,743,283	2,592,636
Cocoanuts	22,200,385 No.	145,721	30,900,424	322,423
Copra	5,231,991 lb.	77,947	1,795,033	34,875
Fruit	.....	989	.....	2,042
Molasses	897,168 gals.	169,363	363,089	30,907
Rum	145,038 gals.	29,590	162,830	34,774
Sugar	35,104 tons	811,068	37,805	975,704
Petroleum—crude	40,856,298 gals.	400,610	44,681,107	549,529
Petrol spirit—gasolene	2,741,622 gals.	141,168	2,419,744	147,291

JAPAN RENEWS IMPORT DUTY ON WHEAT AND FLOUR.

TRADE COMMISSIONER A. E. BRYAN.

Yokohama, October 28, 1920.—The duty on wheat and flour, which in the case of wheat was taken off altogether, while the duty on flour was reduced from 1·85 yen to 0·75 yen per picul in March, 1919, is now to be put back on the old scale, which is as follows:—

Wheat—0.77 yen per picul (133 pounds).
Flour—1.85 yen per picul (133 pounds).

Not only is the Government putting back the duties on flour and wheat, but it has also decided to revoke the ordinance which suspended the duties on rice and other grain. These changes will take effect on November 1. The farmers and others interested in a financial way tell the Government that the wholesale prices of rice and other grains have now fallen to production costs. Therefore the Government decided to put through the above orders in order to prevent a further decline in prices, in spite of the fact that the prices are still much higher for these grains than they were in 1916.

The export of these foodstuffs, which up to now has been prohibited, will from November 1 be free from all restrictions. This also will apply to other articles, such as printing paper, fertilizers (including superphosphates), and cotton yarns, all of which have been under restriction by the Government since 1914. The official reason for these measures is that the supply of these commodities has become quite plentiful, while prices have declined sufficiently. It is therefore considered wise that the Government should help holders out of their present troubles by allowing them to decrease supply and maintain prices.

TRINIDAD GREATLY INCREASES ITS PREFERENCE TO COUNTRIES OF THE BRITISH EMPIRE.

On October 15 the Legislative Council of Trinidad approved a new customs tariff giving effect to their understanding of the preferential agreement arrived at in Ottawa last June. This tariff came into effect on November 5, 1920. The new schedules are given below.

The duties set forth in the first schedule are to be levied subject to the following conditions:—

(*a*) The rates of customs duties set forth in the column headed "British Preferential Tariff" of the first schedule to this ordnance shall apply to goods, the growth, produce, or manufacture of the British Empire.

Provided that such goods are shown to the satisfaction of the collector of customs to have been (1) consigned from, and (2) grown, produced or manufactured in the British Empire, and also provided that such goods shall be accompanied by such evidence of origin as may be prescribed by the Governor in Executive Council from time to time.

(*b*) The rates of customs duties set forth in the column headed "General Tariff" of the said first schedule shall apply to all goods not entitled to admission under the column headed "British Preferential Tariff" of such schedule.

MODE OF ASCERTAINING AD VALOREM DUTIES.

The cost of goods, for the purpose of ascertaining the amount of the ad valorem duty payable thereon, shall be calculated, if the goods have been purchased by the importer, or consignor thereof, on the price charged for the said goods by the vendor thereof as verified by the genuine invoice of such goods, and if procured otherwise than by *bona fide* purchase, calculated on the actual market value or wholesale price of such goods at the time of exportation to this colony in the principal markets of the country whence such goods were imported. Provided always that the collector of customs or the proper officer of customs is satisfied, in the case of goods alleged to be purchased, of the fact of purchase, that the entries in such invoice are true, and that the invoice is genuine in every particular, and also, in the case of such goods or of goods obtained otherwise than by purchase, that the value stated in the entry is a fair market value for such goods, at the place, and at the time that the same were purchased by the importer or consignor thereof.

No discounts or deductions from the value of any goods chargeable with ad valorem duty shall be allowed unless such discount or deduction be clearly shown to the satisfaction of the collector or other proper officer on the original invoice or unless the same be verified by the signature of the manufacturer, merchant or person from whom the goods set forth or described in the invoice were purchased, and by whom such discount or deduction has been or purports to have been actually allowed.

RATE OF EXCHANGE ON VALUE OF IMPORTED GOODS.

For the purpose of assessing the amount of the ad valorem duty payable on any goods the price or value thereof ascertained as aforesaid shall be converted into Trinidad currency at the market rate of exchange on the day on which the duty is paid or on the day of arrival of the importing ship at the election of the collector of customs.

ARTICLES IMPORTED IN BAGS, BOXES, ETC.

If any article subject to the payment of specific duty is imported in any bag, box, tin, jar, bottle, or any package intended for sale and marked or labelled or commonly sold as containing or commonly reputed to contain a specific quantity of such article,

such bag, box, tin, jar, bottle, or package shall be deemed, as against the importer, to contain such specific quantity. In all cases where such bag, box, tin, jar, bottle, or package is not so marked or labelled or commonly sold or reputed, the duty, if payable on weight, shall be calculated on the gross weight of such bag, box, tin, jar, bottle, or package and its contents.

DUTY ON GOODS OF WHICH PART IS DUTIABLE.

Goods not prohibited to be imported into the colony containing any article liable to duty as a part or ingredient thereof, shall be chargeable with the full duty payable on such article, or, if composed of more than one article liable to duty, then with the full duty payable on the article charged with the highest rate of duty.

If any article is enumerated in the tariff or can be classed under two or more names, headings or descriptions, and there is a difference of duty, the highest duty provided shall be charged and collected thereon: Provided that the higher duty shall not be exacted in cases where the collector of customs is satisfied that the article only contains a very small proportion of the article bearing the higher duty.

MONEYS, WEIGHTS AND MEASURES.

All sums of money payable under this ordinance shall be deemed and are hereby declared to be sterling money of Great Britain, and all duties under this ordinance shall be paid and received according to the Imperial weights and measures by law established; and in all cases where such duties are imposed according to any specific quantity or value, the same shall be deemed to apply in the same proportion to any greater or less quantity or value.

Mr. Edgar Tripp, Canadian Commercial Agent in Trinidad, writing on November 16 in reference to the new tariff said: "The ordinance practically establishes free trade in foodstuffs as far as applies to the trade of the colony with the British Empire. At the same time full provision is made by the imposition or increase of duties on imports from foreign countries to secure the full measure of preference decided upon at the last conference at Ottawa. Thus, whilst flour from Canada will now be on the free list as against a duty of 56 cents per barrel formerly charged, the foreign article will be subject to a duty of 24 cents a barrel, being the same amount of preference as hitherto given which has been found sufficient to influence the trade entirely in the direction of the Dominion. Amongst manufactured goods the most important change will be the admission of manufacturers of cotton such as shirtings, oxfords, prints, etc., free, whilst the duty on foreign cottons will be raised to 15 per cent. The preferential tariff admits machinery free, with the general tariff at 5 per cent. The loss to the revenue by the reduction of the duty on foodstuffs is estimated to be about £70,000. To recoup this the duties on foreign commodities generally, other than foodstuffs, have been increased by 50 per cent. The spirit duty has increased from 13s. to 15s. preferential and to 17s. 6d. general. The increases are estimated to produce £80,000. It is hoped that this revision of the tariff will result in a reduction of the cost of living to the masses by the cheapening of food, and an improvement generally of trade within the Empire by the preference on manufactured goods. Trinidad thus appears, not for the first time, to have taken a leading and prominent part in giving effect to proposals for reciprocal trade within the Empire."

SCHEDULE OF CUSTOMS DUTIES OF TRINIDAD AND TOBAGO: FIRST SCHEDULE.

Item No.	Article.	British Preferential Tariff.	General Tariff.
1	Aerated and mineral waters, natural and artificial:		
	(*a*) Per dozen reputed pints	6d. the dozen.	9d. the dozen.
2	Animals and birds living:		
	(*a*) Asses	10/-per head.	15/-per head.
	(*b*) Cattle	Free.	10/-per head.
	(*c*) Dogs	10/-per head.	15/- per head.
	(*d*) Goats	Free.	3/-per head.
	(*e*) Horses	20/- per head.	30/-per head.
	(*f*) Mules	20/-per head.	30/-per head.
	(*g*) Sheep	Free.	3/-per head.
	(*h*) Swine	Free.	3/-per head.
	(*i*) Poultry, game and other kinds	(See Second Schedule.)	
3	Apparel, all kinds	10 per cent. *ad val.*	15 per cent *ad. val.*
4	Arms, ammunition and explosives:		
	Arms:		
	(*a*) Swords, bayonets and similar weapons	10 per cent *ad val.*	15 per cent *ad val.*
	Firearms:		
	(*b*) Fowling pieces	10/-each.	15/-each.
	(*c*) All other kinds, including air guns	20/-each.	30/-each.
	Ammunition, all kinds, including unloaded cartridges	10 per cent *ad val.*	15 per cent *ad val.*
	Explosives:		
	(*d*) Gunpowder for sporting purposes	10 per cent *ad val.*	15 per cent *ad val.*
	(*e*) Gunpowder for blasting purposes	(See Second Schedule.)	
	(*f*) Other explosives	(See Second Schedule.)	
5	Asphalt, all kinds, including pitch and tar	10 per cent *ad val.*	15 per cent *ad val.*
6	Bags and Sacks, (empty) not including paper bags	10 per cent *ad val.*	15 per cent *ad val.*
7	Bags (travelling and tool), trunks and valises	10 per cent *ad val.*	15 per cent *ad val.*
8	Baskets, all kinds	10 per cent *ad val.*	15 per cent *ad val.*
9	Beer and ale, stout and porter: Upon every gallon where the worts thereof were of an original gravity of 1050°, and so on in proportion for any difference in quantity or gravity:—		
	(*a*) In bottle	7d. per reputed gal.	9d. per reputed gal.
	(*b*) In wood	7d. per gallon.	9d. per gallon.
10	Biscuits, bread and cakes:		
	(*a*) Unsweetened in barrels	Free.	1/6 per 100 lbs.
	(*b*) Unsweetened in tins	Free.	1/6 per 100 lbs.
	(*c*) Other kinds	3/6 per 100 lbs.	5/3 per 100 lbs.
11	Blacking and polishes	10 per cent *ad val.*	15 per cent *ad val.*
12	Blue	10 per cent *ad val.*	15 per cent *ad val.*
13	Books, printed	(See Second Schedule.)	
14	Boots, shoes and slippers	10 per cent *ad val.*	15 per cent *ad val.*
15	Bricks and tiles	6/-per 1,000.	9/-per 1,000.
16	Brooms and brushes	10 per cent *ad val.*	15 per cent *ad val.*
17	Buckets, pails and tubs	10 per cent *ad. val.*	15 per cent. *ad val.*
18	Bullion and coin	(See Second Schedule.)	
19	Butter and butter substitutes:		
	(*a*) Butter	Free.	4/2 per 100 lbs.
	(*b*) Ghee	Free.	4/2 per 100 lbs.
	(*c*) Butter substitutes, including butterine and oleomargarine	Free.	4/2 per 100 lbs.
20	Candles:		
	(*a*) Tallow candles	3/-per 100 lbs.	4/6 per 100 lbs.
	(*b*) Other kinds	6/-per 100 lbs.	9/-per 100 lbs.
21	Carriages, carts and wagons:		
	(*a*) Railway rolling stock	Free.	5 per cent *ad. val.*
	(*b*) Bicycles or tricycles, other than motor	10 per cent *ad val.*	15 per cent *ad val.*
	(*c*) Bicycles or tricycles, motor	10 per cent *ad val.*	15 per cent *ad val.*
	(*d*) Motor cars	20 per cent *ad val.*	30 per cent *ad val.*
	(*e*) Motor lorries and vans	10 per cent *ad val.*	15 per cent *ad val.*
	(*f*) Other kinds and parts	10 per cent *ad val.*	15 per cent *ad val.*
22	Cattle and other animal foods:		
	(*a*) Bran and pollard	Free.	1/-per 100 lbs.
	(*b*) Linseed oil cake, and linseed oil cake meal	Free.	1/-per 100 lbs.
	(*c*) Other kinds admitted as such by the Collector of Customs	Free.	1/-per 100 lbs.
23	Cement	1/- per 400 lbs.	1/6 per 400 lbs.
24	Cheese	Free.	4/2 per 100 lbs.
25	Chemicals:		
	(*a*) Calcium carbide	2/-per 100 lbs.	3/-per 100 lbs.
	(*b*) Other kinds	10 per cent *ad val.*	15 per cent *ad val.*

CUSTOMS DUTIES OF TRINIDAD AND TOBAGO: FIRST SCHEDULE.—*Continued.*

No.	Article	British Preferential Tariff	General Tariff
26	Chinaware or porcelain, earthenware and pottery	10 per cent *ad val.*	15 per cent *ad val.*
27	Cider and Perry	6d. per gallon	9d. per gallon.
28	Clocks and parts thereof	10 per cent *ad val.*	15 per cent *ad val.*
29	Coal, coke and patent fuel:	(See Second Schedule.)	
30	Cocoa:—		
	(a) Raw	(See Second Schedule.)	
	(b) Ground or otherwise prepared, except sweetmeats	1d. per lb.	1½d. per lb.
31	Coffee:—		
	(a) Raw	1d. per lb.	1½d. per lb.
	(b) Roasted, ground or otherwise prepared, and including coffee substitutes, extracts and essences	1d. per lb.	1½d. per lb.
32	Confectionery including chocolate creams and sweetmeats of all kinds	10 per cent *ad val.*	15 per cent *ad val.*
33	Cordage and twine:.		
	(a) Cordage	10 per cent *ad val.*	15 per cent *ad val.*
	(b) Twine	10 per cent *ad val.*	15 per cent *ad val.*
34	Cork manufactures	10 per cent *ad val.*	15 per cent *ad val.*
35	Cotton:—		
	(a) Raw	(See Second Schedule.)	
	(b) Manufactures of—namely, white cottons or shirtings, prints, oxfords, domestics, ginghams, denims and galateas	Free.	15 per cent *ad val.*
	(c) Other kinds	10 per cent *ad val.*	15 per cent *ad val.*
36	Cutlery	10 per cent *ad val.*	15 per cent *ad val.*
37	Electrical apparatus	10 per cent *ad val.*	15 per cent *ad val.*
38	Films, cinematograph	6d. per 100 feet.	9d. per 100 feet.
39	Fireworks	20 per cent *ad val.*	30 per cent *ad val.*
40	Fish:—		
	(a) Canned or preserved in jars or bottles.	Free	2/1 per 100 lbs.
	(b) Fresh, including fresh fish in cold storage and turtle	(See Second Schedule.)	
	(c) Salmon, trout and mackerel, dried, salted, smoked or pickled	Free	2/1 per 100 lbs.
	(d) Other kinds, dried, salted, smoked or pickled	Free	1/– per 100 lbs.
41	Fruit and nuts:—		
	(a) Fruit, fresh	(See Second Schedule.)	
	(b) Dried, including currants, figs, prunes and raisins, other than candied or crystallized fruit and fruit in liquid	1d. per lb.	1½d. per lb.
	(c) Nuts, edible, other than cocoanuts	1d. per lb.	1½d. per lb.
	(d) Cocoanuts	(See Second Schedule.)	
42	Glass and glassware:—		
	(a) Glass bottles, lamp chimneys, and table glassware not of cut glass	Free	10 per cent *ad val.*
	(b) Other kinds	10 per cent *ad val.*	15 per cent *ad val.*
43	Grain, flour, pulse and preparations thereof:—		
	Grain:		
	(a) Corn (maize)	Free	1/– per 100 lbs.
	(b) Oats	Free	1/– per 100 lbs.
	(c) Rice	Free	1/– per 100 lbs.
	(d) Other kinds	Free	1/– per 100 lbs.
	Flour and meal:		
	(e) Wheaten	Free	1/– per 196 lbs.
	(f) Maize or cornmeal	Free	1/– per 196 lbs.
	(g) Other kinds	Free	1/– per 100 lbs.
	Pulse:		
	(h) Beans and peas, whole or split	Free	1/– per 100 lbs.
	(i) Dholl	Free	1/– per 100 lbs.
	(j) Other kinds	Free	1/– per 100 lbs.
	Farinaceous preparations:—		
	(k) Arrowroot	Free	1/– per 100 lbs.
	(l) Other kinds (including corn flour, macaroni, oatmeal, rolled oats, sago, tapioca, vermicelli and other cereal foods)	Free	1/– per 100 lbs.
44	Grease, all kinds	10 per cent *ad val.*	15 per cent *ad val.*
45	Gums:—		
	(a) Balata, chicle, and raw rubber	(See Second Schedule.)	
	(b) Other kinds	10 per cent *ad val.*	15 per cent *ad val.*
46	Haberdashery and millinery	10 per cent *ad val.*	15 per cent *ad val.*
47	Hardware	10 per cent *ad val.*	15 per cent *ad val.*
48	Hats and bonnets	10 per cent *ad val.*	15 per cent *ad val.*

CUSTOMS DUTIES OF TRINIDAD AND TOBAGO: FIRST SCHEDULE.—*Continued.*

Item No.	Article	British Preferential Tariff	General Tariff
49	Hay and chaff	Free	1/- per 100 lbs.
50	Hemp and hemp manufactures	10 per cent *ad val.*	15 per cent *ad val.*
51	Hides and skins, raw	(*See* Second Schedule.)	
52	Horns and bones	(*See* Second Schedule.)	
53	Implements and tools—		
	(*a*) Agricultural	(*See* Second Schedule.)	
	(*b*) Other kinds	10 per cent *ad val.*	15 per cent *ad val.*
54	India-rubber and gutta-percha manufactures	10 per cent *ad val.*	15 per cent *ad val.*
55	Instruments (scientific)	(*See* Second Schedule.)	
56	Jams, jellies and preserved fruits—		
	(*a*) Jams, jellies and marmalade	3/- per 100 lbs.	4/6 per 100 lbs.
	(*b*) Canned and bottled fruits	4/- per 100 lbs.	6/- per 100 lbs.
	(*c*) Other kinds, including candied and crystallized fruit and peel	6/- per 100 lbs.	9/- per 100 lbs.
57	Jewellery	20 per cent *ad val.*	30 per cent *ad val.*
58	Jute and jute manufactures	10 per cent *ad val.*	15 per cent *ad val.*
59	Lard and lard substitutes	Free.	4/2 per 100 lbs.
60	Leather and manufactures of, excluding boots and shoes and saddlery and harness	10 per cent *ad val.*	15 per cent *ad val.*
61	Lime	(See Second Schedule.)	
62	Linen and linen manufactures	10 per cent *ad val.*	15 per cent *ad val.*
63	(1) Machinery, including parts, viz.—		
	(*a*) Agricultural (including drainage and irrigation)		
	(*b*) Sugar manufacturing (including rum distillation)		
	(*c*) Mining		
	(*d*) Electric lighting and power for industrial purposes		
	(*e*) Railway and tramway	Free.	5 per cent *ad val.*
	(*f*) Other industrial and manufacturing		
	(*g*) Marine		
	(*h*) Sewing machines		
	(*i*) Water and sewerage		
	(*j*) Fire engines		
	(*k*) Printing		
	(*l*) Other kinds		
	(The term "machinery" shall mean machines consisting of a combination of moving parts or mechanical elements which may be put in motion by physical or mechanical force, admitted as such by the Collector of Customs.)		
	(2) Machinery accessories, appliances and apparatus which the Collector of Customs is satisfied are for use in connection with any machinery detailed above	Free.	5 per cent *ad val.*
64	Manure, all kinds	(*See* Second Schedule.)	
65	Matches—		
	(*a*) In boxes containing 80 matches or less. (Matches in boxes containing a greater quantity than 80 matches each to be charged in proportion)	1/6 per gross of boxes.	2/3 per gross of boxes.
66	Meat—		
	(*a*) Beef and pork, pickled or salted	Free.	2/1 per 100 lbs.
	(*b*) Canned	Free.	2/1 per 100 lbs.
	(*c*) Fresh (including game and poultry)	(*See* Second Schedule.)	
	(*d*) Smoked or cured, including bacon and hams	Free.	2/1 per 100 lbs.
	(*e*) Other kinds, including extracts	Free.	2/1 per 100 lbs.
67	Medicines and drugs—		
	(*a*) Opium and ganja (Indian hemp)	25/- per lb.	37/6 per lb.
	(*b*) Other kinds	10 per cent *ad val.*	15 per cent *ad val.*
68	Metals—		
	(*a*) Iron and steel nails, spikes, rivets, clinches, wire (including barbed wire), woven wire fencing, metal gates	10 per cent *ad val.*	15 per cent *ad val.*
	(*b*) Barrels and drums	10 per cent *ad val.*	15 per cent *ad val.*
	(*c*) Other metal manufactures, not elsewhere enumerated	10 per cent *ad val.*	15 per cent *ad val.*
69	Milk—		
	(*a*) Condensed or otherwise preserved, containing not less than 7 per cent of butter fat	Free.	1/- per 48 lbs.
	(*b*) Containing less than 7 per cent of butter fat	10/- per 48 lbs.	15/- per 48 lbs.
	(*c*) Other kinds	10 per cent *ad val.*	15 per cent *ad val.*

CUSTOMS DUTIES OF TRINIDAD AND TOBAGO: FIRST SCHEDULE.—*Continued.*

Item No.	Article.	British Preferential Tariff.	General Tariff.
70	Musical instruments	10 per cent *ad val.*	15 per cent *ad val.*
71	Nuts and kernels other than food—		
	(*a*) Copra	(*See* Second Schedule.)	
	(*b*) Other kinds	10 per cent *ad val.*	15 per cent *ad val.*
72	Oil—		
	(*a*) Edible	Free	6d. per gallon.
	(*b*) Fuel	4d. per gallon.	6d. per gallon.
	(*c*) Illuminating, including kerosene, and other refined petroleum burning oils	4d. per gallon.	6d. per gallon.
	(*d*) Lubricating and paint oils	6d. per gallon.	9d. per gallon.
	(*e*) Motor spirit, including benzine, benzoline, gasoline, naphtha and petrol spirits generally	4d. per gallon.	6d. per gallon.
	(*f*) Other kinds, including essential, medicinal, and perfumed oils	1/- per gallon.	1/6 per gallon.
73	Oilcloth and linoleum	10 per cent *ad val.*	15 per cent *ad val.*
74	Painter's colours and materials		
	(*a*) Paints and colours	2/6 per 100 lbs.	3/9 per 100 lbs.
	(*b*) Polishes and varnishes	1/- per gallon	1/6 per gallon.
	(*c*) Turpentine and turpentine substitutes	1/- per gallon.	1/6 per gallon.
75	Paper		
	(*a*) Cards, playing (per pack not exceeding 53 cards)	6d. per pack.	9d. per pack.
	(*b*) Paper of all kinds and manufactures of paper	10 per cent *ad val*	15 per cent *ad val.*
76	Perfumery, not including perfumed spirits	20 per cent *ad val.*	30 per cent *ad val.*
77	Pickles, condiments and sauces	10 per cent *ad val.*	15 per cent *ad val.*
78	Pictures, except unframed photographs	10 per cent *ad val.*	15 per cent *ad val.*
79	Plants, seeds and bulbs	(*See* Second Schedule.)	
80	Plate and plated ware	20 per cent *ad val.*	30 per cent *ad val.*
81	Provisions, unenumerated	10 per cent *ad val.*	15 per cent *ad val.*
82	Saddlery and harness	10 per cent *ad val.*	15 per cent *ad val.*
83	Salt		
	(*a*) Coarse and rock salt	5/- per ton.	7/6 per ton.
	(*b*) Fine, including table salt	6d. per 100 lbs.	9d. per 100 lbs.
84	Seeds for expressing oil therefrom	Free.	1/- per 100 lbs.
85	Ships, boats and launches	10 per cent *ad val.*	15 per cent *ad val.*
86	Silk and silk manufactures	10 per cent *ad val.*	15 per cent *ad val.*
87	Soap:—		
	(*a*) Common, including laundry, polishing and soft soap	2/- per 100 lbs.	3/- per 100 lbs.
	(*b*) Fancy, including medicated and perfumed soaps for toilet purposes	4/- per 100 lbs.	6/- per 100 lbs.
88	Spices	10 per cent *ad val.*	15 per cent *ad val.*
89	Spirits:—		
	(*a*) Brandy.		
	(*b*) Gin.		
	(*c*) Whisky.		
	Not exceeding the strength of proof	15/- per gallon.	17/6 per gallon.
	Exceeding the strength of proof	15/- per proof gallon.	17/6 per proof gallon.
	(*d*) Rum		
	Not exceeding the strength of proof	11/- per gallon.	13/6 per gallon.
	Exceeding the strength of proof	11/- per proof gallon.	13/6 per proof gallon.
	(*e*) Cordials and liqueurs:		
	All kinds, including bitters and flavouring extracts containing spirits	14/6 per liquid gallon.	17/- per liquid gallon.
	(*f*) Medicinal spirits, admitted as such by the Collector of Customs	5/- per liquid gallon.	7/6 per liquid gallon.
	(*g*) Methylated spirits and methylated alcohol, admitted as such by the Collector of Customs	1/6 per liquid gallon.	2/3 per liquid gallon.
	Perfumed Spirits—		
	(*h*) Bay Rum	5/- per liquid gallon.	7/6 per liquid gallon.
	(*i*) All others, including dentifrices, toilet preparations and washes	15/- per liquid gallon.	17/6 per liquid gallon.
	Unenumerated spirits:		
	(*j*) Potable—		
	Not exceeding the strength of proof	15/- per gallon.	17/6 per gallon.
	Exceeding the strength of proof	15/- per proof gallon.	17/6 per proof gallon.
	(*k*) Not potable	5/- per liquid gallon.	7/6 per liquid gallon.
90	Starch	1/- per 100 lbs.	1/6 per 100 lbs.
91	Stationery, other than paper	10 per cent *ad val.*	15 per cent *ad val.*
92	Stones and slate	10 per cent *ad val.*	15 per cent *ad val.*
93	Sugar—		
	(*a*) Refined	2/- per 100 lbs.	3/- per 100 lbs.
	(*b*) Unrefined	1/6 per 100 lbs.	2/3 per 100 lbs.
	(*c*) Molasses and syrup	1d. per gallon.	1½d. per gallon.

CUSTOMS DUTIES OF TRINIDAD AND TOBAGO: FIRST SCHEDULE.—*Concluded.*

Item No.	Article	British Preferential Tariff	General Tariff.
94	Tea	6d. per lb.	9d. per lb.
95	Tobacco and snuff—		
	Unmanufactured—		
	(*a*) Leaf, containing 25 per cent or more of moisture when dried at a temperature of 212 degrees Fahrenheit	2/6 per lb.	2/6 per lb.
	(*b*) Leaf, containing less than 25 per cent moisture	3/3 per lb.	3/3 per lb.
	Manufactured—		
	(*c*) Cigars	6/- per lb.	6/- per lb.
	(*d*) Cigarettes	5/6 per lb.	5/6 per lb.
	(*e*) Snuff	3/- per lb.	3/- per lb.
	(*f*) Other manufactured tobacco	4/- per lb.	4/- per lb.
96	Toys and games	10 per cent *ad. val.*	15 per cent *ad. val.*
97	Umbrellas and Parasols	10 per cent *ad val.*	15 per cent *ad val.*
98	Vegetables:		
	(*a*) Dried, canned or preserved	Free.	4/2 per 100 lbs.
	(*b*) Onions and garlic	(See Second Schedule.)	
	(*c*) Fresh	(See Second Schedule.)	
99	Vinegar	6d. per gallon.	9d. per gallon.
100	Watches and parts thereof	10 per cent *ad val.*	15 per cent *ad val.*
101	Wax	10 per cent *ad val.*	15 per cent *ad val.*
102	Wine:		
	(*a*) Sparkling	8/-per gallon.	10/-per gallon.
	(*b*) Still:		
	In bottles containing less than 42 per cent of proof spirit	4/-per gallon.	5/-per gallon.
	(*c*) In wood, under 23 degrees	1/3 per gallon.	1/7 per gallon.
	(*d*) In wood, under 32 degrees	1/9 per gallon.	2/7 per gallon.
	(*e*) In wood, under 42 degrees	3/3 per gallon.	4/1 per gallon.
	(*f*) Vermouth	4/-per gallon.	5/-per gallon.
103	Wood and Timber:		
	Unmanufactured:		
	(*a*) Lumber, sawn or hewn, undressed	6/-per 1,000 feet.	9/-per 1,000 feet.
	(*b*) Lumber, sawn or hewn, wholly or partly dressed	10/-per 1,000 feet.	15/-per 1,000 feet.
	(*c*) Shingles	1/6 per 1,000.	2/3 per 1,000.
	(*d*) Shooks, staves and headings	10 per cent *ad. val.*	15 per cent *ad. val.*
	(*e*) Other kinds	10 per cent *ad val.*	15 per cent *ad val.*
	Manufactured:		
	(*f*) House, office, cabinet, or store furniture	10 per cent *ad val.*	15 per cent *ad val.*
	(*g*) Other kinds	10 per cent *ad val.*	15 per cent *ad val.*
104	Wool and woollen manufactures	10 per cent *ad val.*	15 per cent *ad val.*
	All other articles not in this schedule particularly enumerated, or in the second schedule particularly exempted	10 per cent *ad val.*	15 per cent *ad val.*
	In the case of specific duties, these rates to be charged upon any greater or less quantity of such goods, wares and merchandise respectively.		

THE SECOND SCHEDULE.

Table of Exemptions from Duty.

Animals and birds, living, exclusive of those specified in the First Schedule.

Arms, Ammunition, Uniforms, Accoutrements and Prizes imported by, or for the use of His Majesty's Naval or Military Forces, the Civil Service, the Constabulary Force or any Militia or Volunteer Force or Rifle Association sanctioned by the Governor, and all goods, wares and merchandise imported or taken out of bond for the use of His Majesty's Naval and Military Forces on the signed declaration of the Officer, for the time being, in command of such Forces.

Articles sent to the Colony for repairs and improvements and so proved to the satisfaction of the Collector of Customs.

Articles imported at the cost of public subscribers as gifts to the public.

Articles passed by the Collector of Customs as the personal baggage of passengers; professional apparatus brought in by passengers for their own use, and household effects not exceeding in value £250, brought in for personal use and not for sale, and which have been in the use of the passenger for at least one year, and personal effects, not being merchandise, of persons domiciled in the colony who have died abroad.

Articles imported especially for the furnishing, decoration, construction and repair of churches used for public worship, on the signed declaration of the head of the denomination for which they are intended.

Articles imported by, or for the use of the Colonial Government.

Articles imported by, or for the use of any office or bureau for meteorological observatins approved by the Governor.

Articles re-imported into the Colony on which duty has been paid on a previous importation and so proved to the satisfaction of the Collector of Customs.
Articles for the official use of any foreign Consulate or the luggage and personal effects of the Consular representative of any foreign country, or his family, or suite, if such Consular representative is not engaged in any other business or profession in this Colony, provided that a similar privilege is accorded by such foreign country to the British Consulate therein.
Articles imported or taken out of bond by or on behalf of any Municipality, District Board, Public Library or Public Institution, provided that if any such articles are sold for use or consumption in the Colony, the unpaid duty in respect thereof shall be paid by such bodies.
Artificial Limbs.
Bees, Bee-hives and Bee-keeping Apparatus.
Books, printed, bound or unbound, not being account books; music, newspapers, pamphlets, periodicals, unframed photographs, almanacs, school globes, atlases, charts, maps, plans, trade catalogues and advertising circulars of no commercial value, bank notes, used postage stamps and used post cards; but not including printed labels, printed forms, and Christmas cards.
Bullion and Coin.
Coal, Coke and Patent Fuel.
Cocoa, raw.
Cotton, raw.
Drugs and appliances imported with the approval of the Governor for the relief and control of Ankylostomiasis and Tuberculosis.
Drugs and appliances imported with the approval of the Governor by the Institute for the Blind.
Eggs.
Fish, fresh, including fresh fish in cold storage and turtle.
Fruits and Nuts—Fruits, fresh; cocoanuts.
Fuel, Firewood and Charcoal.
Gums—Balata, Chicle and raw rubber.
Gunpowder, except for sporting purposes, and other explosives.
Hides and Skins, raw.
Horns and Bones.
Horses, baggage and furniture of Officers on Imperial Service in His Majesty's Naval and Military Forces.
Ice.
Implements and Tools—Agricultural.
Manures, all kinds, insecticides, fungicides, vermin-killers, sulphate of ammonia, nitrate of soda, lime and other substances, which the Collector of Customs is satisfied are imported for use as manures, or as remedies for diseases of or preventives of insect attacks on plants and animals.
Meat, fresh, including game and poultry, and fresh meat, game and poultry, in cold storage.
Nuts and Kernels—Copra.
Packages or coverings in which any articles are imported, and which are, in the opinion of the Collector of Customs, the usual or proper packages or coverings.
Packages and bags, exported filled with produce and returned empty, passed as such by the Collector of Customs.
Patterns and samples of no commercial value.
Plants, Seeds and Bulbs for cultivation or propagation.
Produce of the Colony, re-imported into the Colony within one year from date of exportation, and so proved to the satisfaction of the Collector of Customs.
Sand, Earth and Stones in the rough, not including precious stones.
Scientific apparatus, utensils, instruments and preparations, including absolute alcohol for preserving purposes, imported exclusively for the purpose of prosecuting scientific investigations on behalf of any college, academy, school or seminary of learning, and not for sale or exchange, and so proved to the satisfaction of the Collector of Customs.
Specimens illustrative of Natural History.
Tanning and Dyeing Materials—Divi-divi, logwood and mangrove and other bark.
Tonca Beans.
Vaccine Lymph, medical serums and radium.
Vegetables, fresh including garlic and onions.
Wine for public worship, on the signed declaration of the head of the denomination for which it is intended.
Other articles not exempt from duty which in any particular case may be exempted by order of the Governor in Executive Council.

EFFECT OF RISE IN DOLLAR EXCHANGE IN ARGENTINA.

The following cablegram dated December 4 has been received from Mr. B. S. Weby, Canadian Government Trade Commissioner, Buenos Aires:—

"On account of the rise in exchange with dollar at premium of 25 per cent importers refuse to accept drafts. We recommend in future shipments cash against shipping documents in Canada. If they have bought first class concerns should have an extension of credit if necessary. There have been a number of important failures. General conditions fair."

INCREASE IN SPANISH IMPORT DUTIES.

The following cablegram dated December 4 has been received from Mr. W. L. Griffith, Secretary, Canadian High Commissioner's Office, London:—

"Board of Trade announce information received of issue of Spanish royal decree by which Spanish import duties on large number articles increased as from December first. Increase ranging from fifty to three hundred per cent over rates duty formerly in force. Duties on certain cotton textiles raised fifty per cent and on certain woollens, silks, boots and shoes and various luxury articles including motor cycles and cars increased by two hundred per cent. So far as concerns imports into Spain by sea new duties apply to goods arriving at Spanish ports in vessels manifest or which is dated November twenty-eighth or any later date."

SOME OF THE DETAILS.

The United States Trade Commissioner at Madrid cabled on November 30 certain details of the new duties, which have been published in the *Commerce Reports*, as under:—

The duties on the following commodities will be increased 150 per cent:—

(Items 290-301) fine cotton fabrics; (item 333) linen, hemp, and ramie fabrics having in a square of 6 millimeters from 36 threads up; (item 346) nets of vegetable fibre, except cotton, for hunting and fishing, and netted hammocks of same fibres; (item 378) astrakhans, plushes, and velvets, of wool or hair, pure or mixed; (item 425) wall paper and similar papers on a frosted or lustrous foundation; (item 426) wall paper and similar paper, with ornaments of gold, silver, wood, or crystal; (item 495) chamois leather and parchment; (item 496) varnished leather, all kinds; (item 585) animal-drawn carriages, not specified in the tariff; (item 589) automobile drays and carts, not specified; (item 590) wheelbarrows and animal-drawn carts and drays; (item 698) solid tires of rubber with metallic mounting; (item 708) lamps, chandeliers, and candelabra for lighting, also parts therefor, except glass chimneys, reservoirs, and shades; (item 709) writing materials not specified, except those of gold and silver; (item 715) straw hats and caps; and (item 716) hats and caps of palm, rush, shavings, and cardboard.

The following commodities are subject to an increase of 200 per cent in duty:—

(Item 148) chinaware for table or other similar uses, with decorations in more than one colour, painting, gilt rims, etc.; (item 53) articles of common metals, gilt or silvered, etc., not specified; (item 163) table service, etc., of copper or copper alloys, nickelled, gilt, or silvered; (item 165) other articles of copper or copper alloy, ornamented or comprising parts composed of other materials except iron or steel; (item 334) velvets and plush of linen, hemp, or ramie; (item 371) fabrics of pure wool, etc., not specified, weighing per square meter 451 grams or more; (item 375) fabrics of wool, etc., having all the warp or weft of cotton or other vegetable fibre, weighing per square meter 451 grams or more; (item 376) woollen or hair fabrics for tapestry, curtains, table covers, and counterpanes; (items 459-462) furniture, except of common wood; (item 464) cork in sheets, planks, and dust; (items 471, 472) furniture of reeds, canes, etc.; (items 509, 510) articles of leather or covered with leather; (item 584) animal-drawn passenger vehicles with six or more seats, not specified; (item 632) raisins, figs, and dates for the table; (item 652) wines not specified, in bottles; and (item 692) cases of common wood, wickerwork, cardboard, etc., for writing, sewing, etc., fitted up or not.

On the following goods the duty will be increased 250 per cent:—

(Item 32) glass, crystal and half crystal, coloured, cut, engraved, or decorated; (item 38) glass and crystal, silvered, nickelled, or quicksilvered; (item 50) gold and platinum jewelry, with or without stones or pearls; precious stones, pearls, etc., loose or mounted; (item 138) pins and hairpins of iron or steel composed in part of other materials, except gold and silver; and (item 182) zinc in articles silvered, gilt, nickelled, or coated with copper.

An increase of 300 per cent will be made in the duty on the following goods:

(Item 7) marble, etc., in slabs, flags, etc., worked, polished, etc.; (item 39) glass beads, imitation precious stones, etc.; (item 140) clasps, hooks, chains, etc., of iron or steel, for personal use (except gold or silver); (item 159) ornamented pins and hairpins of copper or copper alloy; (item 161) clasps, hooks, chains, etc., of copper or copper alloy; (items 260, 261) perfumery; (items 303, 304) cotton cords, velvets and plush fabrics of cotton; (item 311) cotton trimmings and ribbons up to 5 centimeters wide; (item 335) lace of linen, hemp, etc.; (item 344) trimmings, etc., of linen, hemp, etc., up to 5 centimeters wide; (items 361,

362) carpets of hair or wool, pure or mixed; (item 364) felt of wool or hair, except for clothing or hats; (items 383, 384) trimmings of wool or hair; (items 395-400) silk fabrics, dyed or printed, of boiled silk, of floss silk, silk velvet, plush, tulles, lace, and lace edgings; (item 402) velvet and plush of silk with cotton back; (item 403) silk fabrics with warp and woof of wool or hair; (item 404) silk fabrics with warp or weft of cotton, or other vegetable fibre; (items 505-508) leather gloves, boots and shoes, trunks, bags, etc., harness and trappings for riding or driving; (items 511, 512) ornamental feathers, etc., raw or prepared for ornaments; (item 527) optical apparatus and instruments for scientific observations; (item 537) phonographs, etc., parts thereof, and cylinders and discs for same; (item 575) velocipedes, bicycles, and motorcycles; (items 579, 580) chassis of iron or steel for ordinary road carriages, with or without motor; (items 582, 583) animal-drawn Berlins and coaches; (items 586, 587) automobiles; (items 616, 617) oysters; (item 646) liquors, cognac, and other compound spirits; (item 648) sparkling wines; (item 660) chocolate; (item 661) sweetmeats, fine biscuits, confectionery, etc.; (items 674, 675, 677, and 678) manufactures of amber, jet, tortoise-shell, coral, ivory, mother-of-pearl, horn, whalebone, celluloid, meerschaum ebonite, bone, and composition; (items 681-683) buttons, studs, and links; (item 686) brushes with backs or handles of wood, with incrustations, except of gold or silver; (item 688) blank cartridges; (item 691) cases of fine wood, leather, and similar materials for writing, sewing, etc.; (item 693) artificial flowers and leaves of cloth, natural leaves, and flowers painted or prepared, and parts thereof; (item 699) rubber tires and inner tubes for carriages and other vehicles; (item 702) rubber fabrics made into clothing; (item 707) toys and games, except of ivory, shell, mother-of-pearl, gold or silver; (items 710, 711) umbrellas; and (item 718) trimmed hats and caps of all kinds.

INFLUENCE OF THE ABNORMAL EXCHANGE RATES ON UNITED STATES EXPORT TRADE.

(New York Commercial.)

We cannot expect great improvements in foreign trade until the rates of exchange right themselves. Just how long it will take to accomplish this, or when we may expect relief, is a matter of conjecture. The commercial world has no precedent for the situation before it. Every civilized nation is suffering from the depressed and fluctuating currency market.

In countries where exchange is relatively normal, the question assumes an equally acute phase. In Great Britain, for example, workmen are paid substantially five times the amount per hour that the same class of employe is paid in Germany, about double the wage paid in France and Belgium and three times the salaries paid Italian craftsmen. America is in a still more difficllt position, for her mechanics are receiving virtually double the hour rate of wage paid in Great Britain, taking into consideration, of course, the rate of exchange.

Recent investigations disclose that the Belgian, French and German workers are producing as much per hour as the Britisher or the American. The result must be obvious to even the most obtuse. If the exchange situation is not speedily improved German factories will have no difficulty in underselling the factories of other nations, despite tariff walls and other trade obstacles.

The abnormal rise in the value of the United States dollar, as far as Latin American republics are concerned, has had a decided tendency to sharply restrict purchases in this country; on the other hand, transactions based on the pound sterling are equally handicapped by its fall and further depreciation. New high records are being established daily for the American dollar in most of the countries south of the Rio Grande, and no abatement is in sight. Meanwhile, Latin American custom houses are being swamped with accumulated American merchandise whose withdrawal is being refused by merchants because of flighty exchange rates.

The situation is grave. Something must be done immediately, for our foreign trade has reached a precarious period, and we are on the verge of losing the commercial advantage gained in overseas markets through the European war.

To save the day exchange must be stabilized. How to bring about this much to be desired result is a perplexing problem.

JUDICIAL DECISION AFFECTING RATE OF EXCHANGE IN AUSTRALIA.

The following cablegram dated December 7 has been received from Mr. D. H. Ross, Canadian Government Trade Commissioner, Melbourne:—

"Australian Commonwealth high courts have decided that the bank rate of exchange on date of invoices must apply to computation value for duty on importation from all countries to become effective December 8, instead of mint value as heretofore. This will greatly increase landed cost goods from Canada and other countries with appreciated exchange."

SANITARY OPEN-TOP CANS IN CANADA.

In *Weekly Bulletin* No. 876, published November 15, a report by the United States Trade Commissioner in London regarding the British canning industry was published. This report stated that it was claimed that the rapid development of the British canning industry was due to the fact that the British industry had led the way in the adoption of new methods of preserving, perfecting the process of sterilization and hermetic sealing. The defect caused by soldering on the top has been overcome by the entire abolition of soldering, the can now being closed automatically by means of delicately contrived machinery which crimps the lid over the edge of the tin, while hermetic sealing is completed by a thin rubber band placed between the two.

In reference to this report the secretary-treasurer of Dominion Canners, Limited, Hamilton, Ont., writes as follows: "It may interest you to know that what the trade commercially claims as improved practice in Great Britain has been used in this country for a number of years. We refer to the automatic closing of the cans by crimping machines and also the use of hardened lacquer on the inside of the tins. The use of the inside lacquered tins is a general practice with red fruits. It has been proved conclusively by our research laboratories that this is the only real object for the use of the lacquer, but we would repeat that both these practices are quite general and have been used by our company for a number of years; in fact in our canning plant we manufacture nothing but the can referred to, or which is generally styled 'sanitary open-top can.'"

RESUMPTION OF GERMANY'S TRADE WITH BRITISH WEST INDIES.

German exporting firms are sending letters to West Indian merchants soliciting business, says the *Times Trade Supplement*. They are, however, not in a position to do business on their former credit system, and the majority of them state that cash must accompany each order. West Indian merchants will not be inclined to do much business with parties in Germany, especially as American houses are willing to give six or nine months' credit to customers in the Caribbean area.

INTERNATIONAL FEDERATION OF FLAX PRODUCERS.

An international federation of flax producers was formed in Brussels on November 18, says the *Times Trade Supplement*. The minimum price per ton (calculated on the value of the Belgium franc) was fixed as follows: French flax, 1,500 francs; Belgian, 1,500 francs to 2,000 francs; English and Irish, £300. It was agreed that reduced production was necessary.

SEED PRICES IN ENGLAND.

The following cablegram dated December 7 has been received from Mr. Harrison Watson, Canadian Government Trade Commissioner, London:—

"Seed values ex warehouse London, England, choice quality based on No. 2 Canadian grades, London funds, per 112 lbs.: Red clover, 140 to 150s.; alsike, 180 to 200s.; timothy, 65 to 75s.; alfalfa, 130 to 140s. Perennial ryegrass, 61 to 65s. per 240 lbs."

Reduced to dollars and cents, value of red clover in London would be 30 to 32·1c. per lb., of alsike 38·6 to 42·9c. per lb., of timothy 13·9 to 16·07c. per lb., of alfalfa 27·9 to 30c. per lb., and of perennial ryegrass 6·1 to 6·5c. per lb.

APPLE PRICES IN GREAT BRITAIN.

The following cablegrams have been received from Mr. J. Forsyth Smith, Canadian Fruit Trade Commissioner, Liverpool:—

Liverpool, December 1: 2,880 barrels Nova Scotian apples ex ss. *Thistlemore*, Stark No. 1 45 to 50s., No. 2 42 to 45s, Domestic 41 to 47, No. 3 39 to 41s.; Fallawater No. 1 47 to 50s., Domestic 45s.; Greening No. 1 42 to 45s., Domestic 40 to 45s., No. 3 35 to 50s.; Baldwin No. 1 49s., No. 2 44s., No. 3 44s.; King No. 1 45 to 50s., slacks 39s., No. 2 45 to 46s., Domestic 40 to 45s., No. 3 40s.; Wagener No. 1 45s., No. 3 36s.; Spy No. 1 54s., Domestic 40 to 43s. Maine Baldwins 50 to 61s., Stark 48 to 53s., Virginia York Imperials 51 to 60s., Newtowns 59 to 62s., Washington Jonathans, Fancy 16 to 20s. per box, Combination grade 18 to 21s.; Winesaps, "C" grade 18s.; Rome Beauty, Extra Fancy, 18 to 20s.; Grimes Golden, Extra Fancy 18s.; Delicions, Fancy, 16s. 9d.; California Newtowns 18 to 19s.

Manchester, December 2: 8,815 barrels Nova Scotian apples ex ss. *Manchester Brigade*, King No. 1 45 to 51s., No. 2 46 to 51s., Domestic 38 to 44s., No. 3 37 to 40s.; Baldwin No. 1 48 to 53s., No. 2 43 to 50s., Domestic 42 to 47s.; No. 3 35 to 40s.; Wellington No. 1 51s., No. 2 45 to 47s., Domestic 47s., No. 3 44s.; Mann No. 1 40 to 44s., No. 2 35 to 39s., Domestic 34 to 38s.; Stark No. 1 44 to 48s., No. 2 41 to 44s., Domestic 40 to 44s., No. 3 36 to 37s.; Blenheim No. 1 46s., Domestic 48s.; Golden Russet No. 1 68s., No. 2 and Domestic 62 to 64s., No. 3 54s.; Wagener No. 1 51 to 54s, No. 2 47s., Domestic 47s.; Fallawater No. 1 47 to 50s., No. 2 43 to 45s., Domestic 42 to 45s., No. 3 41s.; Peewaukee No. 1 40 to 43s., No. 2 38 to 42s., Domestic 37 to 38s.; Greening No. 1 44 to 50s., No. 2 40 to 42s., Domestic 43 to 46s.; Spy No. 1 49 to 50s., No. 2 40s., Domestic 40s., No. 3 38s. 6d. Wageners in boxes 20 to 22s.

Liverpool, December 3: 6,401 barrels Ontario apples ex ss. *Minnedosa*, Spy No. 1 45 to 56s., No. 2 43 to 47s., No. 3 37s., Tolman Sweet No. 1 48 to 50s., Ben Davis No. 1 44 to 48s., No. 2 40 to 44s., Greening No. 1 57s., No. 3 40s., Baldwin No. 1 50 to 55s., No. 2 45 to 50s., Stark No. 1 45 to 49s., Domestic 43s., No. 3 40s., Golden Russett No. 1 68s., inferior quality 50s., No. 2 68s. Ontario boxed apples, Baldwin No. 1 15 to 18s., Ben Davis No. 1 14s., Spy No. 1 14 to 17s., Roxbury No. 1 17s. 9d., No. 2 15s., King No. 1 18s 6d. Golden Russet No. 2 21s. 3,975 barrels Nova Scotian apples ex ss. *Ernemore* (excellent boat), Stark No. 1 42 to 47s., No. 2 41 to 43s., Domestic 39 to 44s., No. 3 37 to 40s., Baldwin No. 1 44 to 50s., No. 2 40 to 47s., Domestic 45s., No. 3 37 to 41s., Mann No. 1 43 to 47s., No. 2 35 to 39s., Domestic 34 to 38s., Fallawater No. 1 48 to 50s., No. 2 43 to 45s., Domestic 40 to 42s., No. 3 41s., Spy, Domestic 41s., No. 3 37s., King No. 1 44 to 48s., No. 2 48s., Domestic 40 to 45s., No. 3 37 to 44s., Greening No. 1 50s., Golden Russet No. 1 and No. 2 68s., No. 3 60s. Virginia York Imperials 50 to 60s., Maine Baldwins 50 to 58s. Oregon Newtowns 21 to 22s., Rome Beauty, fancy 19s. 3d., Delicious, fancy 15 to 18s., Jonathan, extra fancy 18 to 19s., fancy 16 to 17s.

Glasgow, December 4: 9,561 barrels Nova Scotian apples ex ss. *Bolingbroke,* Baldwin No. 1 48 to 53s., No. 2 40 to 48s., Domestic 38 to 43s., No. 3 34 to 38s., Blenheim No. 1 44 to 48s., No. 2 50 to 52s., Domestic 48s., No. 3 46s., Spy No. 1 47 to 57s., No. 2 41 to 49s., Domestic 38 to 43s., No. 3 31 to 36s., Greening No. 1 53 to 60s., No. 2 54s., Domestic 40 to 45s., No. 3 38s., Mann No. 1 45 to 48s., No. 2 40s., No. 3 38 to 39s., Fallawater No. 1 45 to 50s., No 2 40 to 49s., Domestic 37 to 43s., No. 3 35 to 40s., King, few best lots, No. 1 50 to 54s., others 40 to 46s., No. 2 43 to 52s., Domestic 39 to 48s., No. 3 30 to 35s., Peewaukee No. 1 40 to 44s., No. 2 35 to 40s., Domestic 38s., No. 3 36s., Golden Russet No. 1 57 to 64s., No. 2 55 to 62s., Domestic 42 to 48s., No. 3 40 to 42s., Wagener No. 1 45 to 54s., No. 2 40 to 54s., Domestic 40 to 43s., No. 3 30 to 37s., Stark, few best lots, No. 1 58s., others 45 to 51s., No. 2 42 to 48s., Domestic 40 to 47s., No. 3 34 to 40s., Ontario No. 1 36s., No. 2 34 to 38s., Domestic 35s., No. 3 37s. 2,136 boxes Ontario apples, Baldwin No. 1 19 to 21s., No. 2 16s. 6d., Sutton No. 1 19s., No. 2 16 to 18s., Fallawater No. 1 18 to 21s., No. 2 19s., Golden Russet No. 1 18 to 20s., No. 2 20s., Ontario No 1 17s., Stark No. 1 18s., King, Wagener, Salome, Spitzenberg and Greening No. 1 21s., York Imperials 17s., McIntosh and Cranberry 20s. 3,000 boxes British Columbia apples, Jonathan No. 1 19 to 22s., No. 2 18 to 21s., Nonsuch No. 21s., McIntosh No. 1 21s., No. 2 20s.

Liverpool, December 6: 3,539 barrels Nova Scotia apples ex ss. *Ernemore,* Stark No. 1 45 to 46s., No. 2 40 to 42s., Domestic 40 to 44s., No. 3 34 to 36s., Mann No. 1 43 to 44s., No. 2 35s., No. 3 25s., Baldwin No. 1 45 to 48s., No. 2 39 to 42s., Domestic 37 to 42s., No. 3 35 to 37s., Wagener No. 1 48s., Peewaukee No. 1 30 to 36s., No. 2 29s., Domestic 30s., Spy No. 1 42s., Domestic 33 to 35s., No. 3 33s., Fallawater No. 1 48s., Domestic 38s. 6d. 5,223 barrels Ontario apples ex ss. *Minnedosa,* and ss. *Victorian,* Golden Russets No. 1 59 to 68s., No. 2, few best lots, 60s., others 47 to 55s., No. 3 32s., Ben Davis No. 1 38 to 45s., No. 2 39 to 43s., Stark No. 1 40 to 47s., No. 2 38 to 43s., Tolman No. 1 38s. 6d., No. 2 33s., Greening No. 1 53 to 60s., No. 2 50 to 52s., Spy No. 1 35 to 45 s., No. 2 35 to 43s., No. 3 33 to 40s., Baldwin No. 1 50 to 53s., slacks 41 to 46s., No. 2 38 to 46s., Wagener No. 2 50s., Mann No. 1 39s. 6d., No. 2 42s. Ontario boxed Ben Davis 14s. Oregon Jonathans, Extra Fancy, 18 to 19s.

Glasgow, December 7: Ontario apples ex ss. *Cabotia* and *Cassandra,* King No. 1 60 to 62s., No. 2 58s., Baldwin No. 1 50 to 55s., No. 2 45 to 50s., Domestic 43s., No. 3 39s., Greening No. 1 51 to 62s., No. 2 47 to 59s., Spy No. 1 51 to 58s., No. 2 46 to 56s., Golden Russet No. 1 60 to 68s., No. 2 55 to 63s., Fallawater No. 1 and No. 2 50s., Stark No. 1 45 to 53s., No. 2 51s., No. 3 38s., Ben Davis No. 1 40 to 45s., No. 2 38 to 45s., Tolman No. 1 44s., No. 2 41s. British Columbia apples ex ss. *Bolingbroke,* No. 2's, Jonathan 18s., Cox Orange 21s., Gravenstein 16s. Washington Wagener, orchard run, 15 to 17s., Virginia York Imperials 49 to 55s. per barrel.

Manchester, December 7: 3,300 barrels Nova Scotia apples ex ss. *Manchester Brigade,* Baldwin No. 1 43 to 50s., No. 2 37 to 42s., Domestic 38 to 42s., No. 3 34 to 36s., King No. 1 40 to 46s., Domestic 37 to 40, No. 3 31 to 36s., Stark No. 1 43 to 45s., No. 2 38 to 40s., Domestic 38 to 42s., No. 3 30 to 35s., Golden Russet No. 1 65s., Fallawater No. 1 42 to 45s., No. 2 38 to 42s., Domestic 34 to 40s., No. 3 37s., Wagener No. 1 47 to 50s., No. 2 43s., Domestic 43s., No. 3 36s. 6d., Greening No. 1 50s., No. 2 47 to 50s., Domestic and No. 3 34s. 400 barrels Ontario apples ex ss. *Manchester Brigade,* Spy No. 1 52s., No. 2 54s., Greening No. 2 50 to 58s., Baldwin No. 1 46s. Oregon Spitzenberg, Extra Fancy, 18 to 19s., California Newtowns 17 to 18s.

Liverpool, December 8: 6,376 barrels Nova Scotia apples ex ss. *Digby,* Baldwin No. 1 42 to 47s., No. 2 38 to 41s., Domestic 32 to 37s., No. 3 30 to 33s., Stark No. 1 40 to 45s., No. 2 34 to 41s., Domestic 35 to 41s., No. 3 25 to 31s., Wagener, few best, No. 1 52s., others 41 to 47, No. 2 40 to 45s., Domestic 37s., Fallawater No. 1 39 to 45s., No. 2 37 to 40s., Domestic 35s., No. 3 30 to 31s., Greening No. 1 40 to 44s., Domestic 30 to 35s., Mann No. 1 36 to 39s., No. 2 30 to 31s., Domestic 26 to 28s., No.

3 24 to 25s., Golden Russet No. 1 61 to 65s., No. 2 60s., Domestic 51 to 52s., No. 3 51 to 52s., Spy, Domestic 38s., No. 3 30s., Peewaukee No. 3 22s., Ontario No. 3 20s. 6d. 2,092 barrels Ontario apples ex ss. *Empress of France* and ss. *Victorian,* Baldwin No. 1 48 to 56s., No. 2 43 to 47s., No. 3 32s., Stark No. 1 43s., No. 2 38 to 39s., Spy No. 1 43 to 50s., No. 2 40 to 46s., No. 3 32s., Greening No. 1 58 to 64s., No. 2 51s., Golden Russet No. 1 65s., slacks 55s., No. 2 60s., slacks 46s., Ben Davis No. 1 44 to 45s., Tolman No. 1 41s. Virginia York Imperials 40 to 57s., Winesaps 50 to 53s. Oregon Jonathans. Fancy 15 to 18s., Spitzenberg, "C" grade, 14 to 15s., Winesaps "C" grade 14 to 16s. 740 boxes Ontario apples ex ss. *Victorian,* Golden Russets, large sizes, 23s., medium sizes 23s. 6d.

BILLS OF LADING QUESTIONS IN BRAZIL.

(Times Trade Supplement.)

A matter of much importance to merchants in South America respecting bills of lading has lately been discussed by the members of the British Chamber of Commerce in Brazil. According to the evidence of a director of the Board of Brokers of the General Merchandise Market, the custom at Rio de Janeiro has been for shipping companies to receive in lighters merchandise intended for abroad. Bills of lading are at once delivered to the shipper against the receipt of the stevedores, before the cargo is shipped or even before the arrival of the vessel in the port. In this way it is not always necessary for the ship to come alongside the quay, and it is also pointed out that the practice permits of the shippers receiving the bills of lading in time to send them by the same ship, even if she leaves during the night, soon after the transhipment of the cargo from the lighters, or on the following morning before business hours. On the other hand, bankers have pointed out that the law will not admit that a bill of lading signed before the arrival of the steamer is good delivery, if the cargo is actually loaded on board subsequently to the term of the credit. Instances have occurred where bills of lading signed by shipping companies have been presented reading "Received for shipment," instead of bearing the usual accepted phrase "Shipped in good order and condition." The relative drafts have been refused, and bankers have been requiring the insertion of the clause "Shipped in good order and condition" before acceptance of a draft. The matter has been discussed by the members of the Chamber, and it was agreed that the letters of credit ought to be worded in such a way as to provide that:—

The merchandise be deemed to be shipped in due time if delivered to steamship agents for shipment by a steamer announced to receive cargo before the date of expiry of the credit. It is thought that if this suggestion be adopted bills of lading drawn out in the form "Received for Shipment" should bear the stamp to the effect that the "Steamer is expected to commence receiving cargo on . . ."

THE PORT OF ANTOFAGASTA, CHILE.

Antofagasta is situated on Chimba Bay, three hundred miles south of Iquique and seven hundred miles north of Valparaiso and is the capital of the province of the same name. It is the chief port of transit and entrance for all the south of Bolivia, with which it is connected by railway. It is the port second in value in Chile for exports and the third for imports. The imports include coal, cottons, machinery of all kinds, and drugs; the exports, nitrate, copper, silver and borax. The annual exports are valued at $55,000,000 and the imports at $40,000,000. There is a good street car system, and there are large silver smelting works in the vicinity. The anchorage gives fourteen to fifty fathoms of water. Population 66,000.

The illustration on the front page of this number of the *Weekly Bulletin* gives a view of the port of Antofagasta.

CANADIAN GRAIN STATISTICS.

Quantity of Canadian Grain in Store at Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in Western Division, and at Public Elevators in the East; also U.S. Atlantic Seaboard Ports.

Prepared by Internal Trade Division, Dominion Bureau of Statistics.

Week ending December 3, 1920.	Wheat.	Oats.	Barley.	Flax.	Rye.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Fort William—						
C. P. R.	1,973,936	630,944	152,364	.....	134,695	2,891,939
Empire Elevator Co.	Now operating under a Private Terminal Elevator License.					
Consolidated Elevator Co.	1,186,471	18,817	6,972	25,403	.....	1,237,663
Ogilvie Flour Mills Co.	369,830	74,107	77,982	.....	1,158	523,077
Western Terminal Elevator Co.	1,074,070	112,845	21,464	40,446	14,876	1,263,701
G. T. Pacific	1,399,010	737,811	68,877	85,213	37,394	2,328,305
Grain Growers' Grain Co.	771,806	536,157	111,571	.....	34,681	1,454,215
Fort William Elevator Co.	373,420	133,645	71,669	53,079	24,244	656,057
Eastern Terminal Elevator Co.	Now operating under a Private Terminal Elevator License.					
Northwestern Elevator Co.	469,405	16,477	10,133	43	*29	496,029
Port Arthur—						
Port Arthur Elevator Co.	2,376,371	797,200	314,589	675	42,496	3,531,331
Sask. Co-op. Elevator Co.	3,077,517	291,790	26,374	62,383	19,133	3,477,197
Canadian Government Elevator	348,827	457,964	94,504	306,514	25,744	1,233,553
Thunder Bay	Now operating under a Private Terminal Elevator License.					
Davidson and Smith	121,202	15,230	5,139	.....	2,999	144,570
Eastern—Richardson	Now operating under a Private Terminal Elevator License.					
Total Public Terminal Elevators	13,541,865	3,822,987	961,638	573,756	337,391	19,237,637
Total Private Terminal Elevators	863,084	361,632	152,443	121,625	33,854	1,532,638
Saskatoon Can. Govt. Elevator	23,996	35,287	181	1,654	.....	61,118
Moosejaw Can. Govt. Elevator	33,828	56,276	.....	2,455	130	92,689
Calgary Can. Govt. Elevator	181,990	479,563	38,695	634	1,015	701,897
Vancouver Can. Govt. Elevator	5,171	22,839	1,694	.....	.....	29,704
Total Interior Terminal Elevators	244,985	593,965	40,570	4,743	1,145	885,408
Depot Harbour			None in store.			
Midland—						
†Aberdeen Elevator Co.	478,677	109,875	.....	.....	.....	588,552
Midland Elevator Co.	612,792	423,019	.....	.....	70,280	1,106,091
Tiffin, G.T.P	1,356,113	495,490	102,754	.....	17,724	1,972,081
Port McNicoll	838,967	1,071,829	122,620	133,550	.....	2,166,966
Collingwood	.....	.....	.....	.....	.....	–
Goderich—						
Elevator and Transit Co.	473,949	209,497	92,844	.....	.....	776,290
West. Can. Flour Mills Co., Ltd.	529,458	.....	.....	.....	.....	529,458
Toronto—						
Campbell Flour Mills Co.	32,006	26,479	.....	.....	.....	58,485
Kingston—						
Montreal Transportation Co.	.....	.....	.....	.....	.....	–
Commercial Elevator Co.	1,738	17,792	2,903	.....	.....	22,433
Port Colborne Dom. Govt. Elevator	123,466	.....	.....	.....	.....	123,466
† " Maple Leaf Milling Co., Ltd.	893,587	.....	.....	.....	.....	893,587
Prescott	.....	.....	.....	.....	.....	–
Montreal—						
Harbour Commissioners Nos. 1 & 2	256,597	413,068	64,048	.....	.....	733,713
Montreal Warehousing Co.	12,314	.....	.....	15,965	.....	28,279
Ogilvie Flour Mills Co.	428,385	.....	.....	.....	.....	428,385
Quebec Harbour Commissioners	.....	74,289	.....	.....	.....	74,289
West St. John, N.B., C.P.R.	262,061	11,486	48,015	.....	.....	321,562
St. John, N.B., Can. Nat. Rys.	128,232	.....	.....	.....	.....	128,232
Halifax, N.S., " "	.....	.....	Not reported.	.....	.....	.....
Total Public Elevators	6,428,342	2,852,824	433,184	149,515	88,004	9,951,869
† Total Country Elevators	28,719,845	9,074,445	2,078,228	1,709,624	..	41,582,142
U.S. Atlantic Seaboard Ports—						
Portland, Maine			Not operating.			
Baltimore, Maryland	599,985	.....	.....	.....	72,825	672,810
Total U.S. Atlantic Seaboard Ports	599,985	.....	.....	.....	72,825	672,810
Total quantity in store	50,398,106	16,705,853	3,666,063	2,559,263	533,219	73,862,504

†Week ending Nov. 25, 1920. *Overshipped.

Grades of Canadian Wheat, Oats, Barley and Flax in Store at Public Terminal Elevators, Interior Terminal Elevators, and at Public Elevators in the East, for the week ending December 3, 1920.

Grades	Account Imperial Government	Public Terminals.	Interior Terminal Elevators.	Public Elevators, Eastern Division.	Totals.
	Bushels.	Bushels.	Bushels.	Bushels.	Bushels.
Wheat—					
No. 1 Hard		9,294	6,967		16,261
No. 1 Northern		6,256,078	58,779	2,116,151	8,431,008
No. 2 "		2,540,352	26,112	1,311,643	3,878,107
No. 3 "		3,165,927	17,674	1,990,251	5,173,852
No. 4 Wheat		660,087	11,949	379,779	1,051,815
No. 5 "		170,267	2,723		172,990
No. 6 "		50,592	1,691		52,283
Other		689,268	119,090	630,518	1,438,876
Totals		13,541,865	244,985	6,428,342	20,215,192
Oats—					
No. 1 C.W		689,003			689,003
No. 2 "		1,450,775	218,416	568,954	2,238,145
No. 3 "		136,970	166,066	897,605	1,200,641
Ex. No. 1 Feed		322,739	42,527	145,732	510,998
No. 1 Feed		641,447	28,379	175,467	845,293
No. 2 "		64,186	13,568	662,718	740,472
Other		517,867	125,009	402,348	1,045,224
Totals		3,822,987	593,965	2,852,824	7,269,776
Barley—					
No. 3 extra C.W		1,927			1,927
No. 3 C.W		391,338	9,276	110,984	511,598
No. 4 "		259,528	11,313	33,048	303,889
Feed		106,025	390	128,574	234,989
Rejected		54,009	6,374	145,108	205,491
Other		148,811	13,217	15,470	177,498
Totals		961,638	40,570	433,184	1,435,392
Flax—					
No. 1 Northwestern Canada		385,976	3,088	110,889	499,953
No. 2 C.W		105,314	1,056		106,370
No. 3 "		49,470	124		49,594
Rejected			475		475
Other		32,996		38,626	71,622
Totals		573,756	4,743	149,515	728,014
Rye—					
No. 1 C.W		131,646			131,646
No. 2 "		171,353	1,050	17,724	190,127
No. 3 "					
Rejected		6,986	19		7,005
Other		27,406	76	70,680	97,762
Totals		337,391	1,145	88,004	426,540
Total quantity in store		19,237,637	885,408	9,951,869	30,074,914

SOUTH AFRICAN EMBARGO ON FLOUR AND MEAL.

A cablegram from the Canadian Government Trade Commissioner in Cape Town, South Africa, says that the embargo on the importation of wheat, flour and meal which was recently announced has been removed.

Quantity of Wheat and other Grain in store at Public Terminal Elevators, Private Terminal Elevators, Interior Terminal Elevators, Country Elevators, U.S. Atlantic Seaboard Ports and Public Elevators in the East, on December 3, 1920, with comparison for five years.

—	Wheat.	Other Grain.	Total.
	Bushels.	Bushels.	Bushels.
December 3, 1920—			
Public Terminal Elevators	13,541,865	5,695,772	19,237,637
Private " "	863,084	669,554	1,532,638
Interior " "	244,985	640,423	885,408
Country Elevators	28,719,845	12,862,297	41,582,142
U.S. Atlantic Seaboard Ports	599,985	72,825	672,810
Public Elevators in the East	6,428,342	3,523,527	9,951,869
Total	50,398,106	23,464,398	73,862,504
December 5, 1919—			
Public Terminal Elevators	4,910,409	3,254,846	8,165,255
Interior " "	2,336,912	1,000,808	3,337,720
Public Elevators in the East	13,736,045	3,384,783	17,120,828
Total	20,983,366	7,640,437	28,623,803
December 6, 1918—			
Public Terminal Elevators	4,449,466	4,907,222	9,356,688
Interior " "	2,856,472	1,342,344	4,198,816
Public Elevators in the East	13,783,088	1,115,030	14,898,118
Total	21,089,026	7,364,596	28,453,622
December 7, 1917—			
Public Terminal Elevators	3,221,462	5,943,391	9,164,853
Interior " "	87,928	1,273,747	1,361,675
Public Elevators in the East	15,425,485	3,243,545	18,669,030
Total	18,734,875	10,460,683	29,195,558
December 8, 1916—			
Public Terminal Elevators	13,213,141	8,471,069	21,684,210
Interior " "	572,428	365,228	937,656
Public Elevators in the East	6,812,799	11,041,318	17,854,117
Total	20,598,368	19,877,615	40,475,983
December 10, 1915—			
Public Terminal Elevators	7,912,862	4,795,097	12,707,959
Interior " "	633,484	87,559	721,043
Public Elevators in the East	7,974,817	6,248,641	14,223,458
Total	16,521,163	11,131,297	27,652,460

BUSINESS FAILURES IN NEWFOUNDLAND.

According to a report received from Mr. W. B. Nicholson, Canadian Government Trade Commissioner at St. John's, Newfoundland, some forty-five failures have occured in Newfoundland in the period between October 21, 1919, and October 28, 1920. The assets of thirty-eight of these firms are given at $167,735, and the liabilities at $541,181, and of the others details are not given. Since the close of the period above referred to, three large firms with liabilities said to total well over $1,000,000 and a number of smaller firms have filed petitions for liquidation. The business outlook is regarded as gloomy and there are no indications that it will in the near future grow much brighter.

Receipts and Shipments of the different kinds of Canadian Grain at the Public and Private Terminal Elevators, Interior Terminal Elevators, Country Elevators in the Western Division, and Public Elevators in the East; also U.S. Atlantic Seaboard Ports for the Week ending December 3, 1920.

PUBLIC TERMINAL ELEVATORS.

		Wheat.	Oats.	Barley.	Flax.	Rye.	Corn.	Total.
		Bush.	Bush	Bush	Bush.	Bush	Bush.	Bush.
Receipts	Rail	5,859,586	825,700	451,346	170,747	137,911	.....	7,445,290
Shipments	Vessel	6,640,449	701,766	295,483	349,762	83,472	.....	8,070,932
	Rail	13,424	84,398	18,479	1,026	.....	.....	117,327
PRIVATE TERMINAL ELEVATORS.								
Receipts	Rail	2,986,976	601,870	149,178	54,782	20,793	.....	3,813,599
Shipments	Vessel	3,112,245	952,239	53,521	85,825	.....	.....	4,203,830
	Rail	122,517	251,793	64,466	.....	.....	.....	438,776
INTERIOR TERMINAL ELEVATORS.								
Receipts	Rail	39,744	240,412	12,597	450	920	.....	294,123
Shipments	Rail	44,923	64,862	2	.....	2,519	.....	112,306
COUNTRY ELEVATORS, WEST DIVISION.								
Receipts		7,153,907	2,165,362	400,666	232,033	.....	.....	9,951,968
Shipments	Rail	7,823,937	1,835,950	448,403	178,962	.....	.....	10,287,252
PUBLIC ELEVATORS IN THE EAST. GEORGIAN BAY PORTS.								
Receipts	Vessel	2,452,684	1,017,904	247,913	121,727	.....	.....	3,840,228
Shipments	Rail	1,313,460	162,093	147,978	38,580	26,250	.....	1,688,361
LOWER LAKE PORTS.								
Receipts	Vessel	958,818	1,764	88	.....	.....	.....	960,670
	Rail	47,480	11,724	1,117	.....	.....	.....	60,321
Shipments	Vessel	189,954	.....	.....	.....	.....	.....	189,954
	Rail	109,237	500	2,258	.....	.....	.....	111,995
ST. LAWRENCE PORTS.								
Receipts	Vessel	59,876	88,951	77,552	.....	.....	.....	226,379
	Rail	210,364	87,194	4,126	15,965	.....	.....	317,649
Shipments	Vessel	505,922	67,496	169,668	.....	.....	.....	743,086
	Rail	61,436	77,436	3,145	.....	.....	.....	142,017
SEABOARD PORTS.								
Receipts	Rail	260,568	11,486	46,638	.....	.....	.....	318,692
Shipments	Vessel	190,000	.....	.....	.....	.....	.....	190,000
TOTAL, PUBLIC ELEVATORS IN THE EAST.								
Receipts	Vessel	3,471,378	1,108,619	325,553	121,727	.....	.....	5,027,277
	Rail	518,412	110,404	51,881	15,965	.....	.....	696,662
Shipments	Vessel	885,876	67,496	169,668	.....	.....	.....	1,123,040
	Rail	1,484,133	240,029	153,381	38,580	26,250	.....	1,942,373
U.S. ATLANTIC SEABOARD PORTS.								
Receipts	Rail	591,856	.....	.....	.....	25,698	.....	617,554
Shipments	Vessel	600,756	.....	.....	.....	17,804	.....	618,560

Quantities of United States Grain in Store, Received and Shipped at the Public Elevators in the East for the week ending December 3, 1920, in comparison with the same period last year.

—	Wheat.	Oats.	Rye.	Corn.	Total.
	Bush.	Bush.	Bush.	Bush.	Bush.
Depot Harbour Elevator		123,018		548,951	671,969
Aberdeen Elevator, Midland	224,045			61,204	285,249
Midland Elevator Co			270,851		270,851
Tiffin, G.T.P. Elev			56,634		56,634
Pt. McNicholl, C.P.R	163,231			123,213	286,444
Goderich Elev. & Transit Co				14,229	14,229
Montreal Harbour Commissioners, Elev. 1 and 2			1,459	93,137	94,596
Quebec Harbour Commissioners Elevator				*5,148	5,148
West St. John, N.B	354,958				354,958
St. John, N.B	24,236				24,236
Totals	766,470	123,018	328,944	845,882	2,064,314
Same period last year			269,024		269,024

Georgian Bay Ports.

—	Receipts.		Shipments.	
	Water.	Rail.	Water.	Rail.
	Bush.	Bush.	Bush.	Bush.
Wheat	224,045			188,152
Oats	92,140			1,000
Rye	270,851			79,675
Corn	410,872			201,339

St. Lawrence Ports.

Corn		1,428		9,467
Corn				*3,000

Seaboard Ports.

Wheat		288,191		

*Argentine Grain.

New Canadian Industries.

If you know of any new industry being started in Canada at any time, write to the Commercial Intelligence Branch, of the Department of Trade and Commerce, Ottawa, giving particulars thereof.

Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other Points in the Western Division for the Undermentioned Periods.

	Month of November, 1920.	Three Months ended Nov. 1920.	Three Months ended Nov. 1919.
Wheat, Spring—	No.	No.	No.
One Hard	4	103	132
One Hard White Fife			
One Man. Northern	10,255	30,722	19,249
Two Man. Northern	6,563	18,493	12,598
Three Man. Northern	8,125	18,000	9,052
Number Four	1,636	3,750	783
Number Five	252	614	258
Number Six	82	175	55
Feed	15	34	66
Smutty	74	135	89
No Grade	966	1,708	6,186
Rejected	478	1,916	2,469
Condemned	8	16	12
No Established Grade		3	1
No. 1	7	27	35
No. 2			6
No. 3			
No. 1 Goose			
No. 2 Goose			
No. 4 Special			2,112
No. 5 Special			594
No. 6 Special			137
No. 1 Durum	3	30	10
No. 2 Durum	4	56	21
No. 3 Durum	20	66	7
Total Spring Wheat ... Cars.	28,492	75,848	53,872
Total Spring Wheat ... Bush.	34,902,700	92,913,800	67,340,000
Wheat, Winter—			
One A.R.W	16	43	7
Two A.R.W	3	7	1
Three A.R.W		1	
Four R.W			
Five Winter			
One White Winter			22
Two White Winter			4
Three White Winter			
Four White Winter			
One Mixed Winter			
Two Mixed Winter			
Three Mixed Winter			
Four White Winter			
No Grade			1
Rejected			
Smutty White Winter		1	
Total Winter Wheat ... Cars.	19	52	35
Total Winter Wheat ... Bush.	23,275	63,700	43,750
Total Wheat ... Cars.	28,511	75,900	53,907
Total Wheat ... Bush.	34,925,975	92,977,500	67,383,750
Oats—			
Extra No. 1 C.W			
Number One Canadian Western		1	4
Number Two Canadian Western	934	2,111	1,818
Number Three Canadian Western	1,133	2,500	2,430
Extra Number One Feed	261	413	544
Number One Feed	379	704	821
Number Two Feed	425	1,082	1,458
Rejected	95	213	306
No Grade	673	1,308	2,182
Condemned		4	
Mixed Grain	66	209	268
Mixed Grain No. 2			
Speltz			
Total Oats ... Cars.	3,966	8,545	9,831
Total Oats ... Bush.	7,733,700	16,662,750	20,645,100

Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other Points in the Western Division for the Undermentioned Periods.—*Continued.*

		Month of November, 1920	Three months ended Nov. 1920	Three months ended Nov. 1919
		No.	No.	No.
Barley—				
Number Two C.W.				
Number Three Extra C.W.		5	31	6
Number Three C.W.		626	1,587	1,383
Number Four C.W.		387	886	1,119
Rejected		106	315	327
No Grade		228	488	781
Condemned			2	
Smutty		4	4	
Feed		147	339	623
Total Barley	Cars	1,503	3,652	4,239
	Bush.	2,029,050	4,930,200	5,722,650
Flaxseed—				
Number One N.W. Canada		563	1,109	757
Number 2 C.W.		155	313	48
Number 3 C.W.		58	115	7
Rejected		6	15	4
No Grade		22	24	12
Condemned				
Total Flaxseed	Cars	804	1,576	828
	Bush.	804,000	1,576,000	828,000
Rye—				
Number 1 C. W.		172	552	7
Number 2 C. W.		237	599	634
Rejected		45	131	212
No Grade		10	34	96
Feed				
Condemned				
Rye	Cars	464	1,316	949
	Bush.	533,600	1,513,400	1,043,900
Corn	Cars			3
	Bush.			3,000
Screenings	Cars	56	145	194
	Bush.	56,000	145,000	194,000
Buckwheat	Cars			1
	Bush.			1,000
Recapitulation.				
Grain—				
Wheat	Cars	28,511	75,900	53,907
	Bush.	34,925,975	92,977,500	67,383,750
Oats	Cars	3,966	8,545	9,831
	Bush.	7,733,700	16,662,750	20,645,100
Barley	Cars	1,503	3,652	4,239
	Bush.	2,029,050	4,930,200	5,722,650
Flaxseed	Cars	804	1,576	828
	Bush.	804,000	1,576,000	828,000
Rye	Cars	464	1,316	949
	Bush.	533,600	1,513,400	1,043,900
Screenings	Cars	56	145	194
	Bush.	56,000	145,000	194,000
Corn	Cars			3
	Bush.			3,000
Buckwheat	Cars			1
	Bush.			1,000
Total grain	Cars	35,304	91,134	69,952
	Bush.	46,082,325	117,804,850	95,821,400
Canadian Pacific Railway, Winnipeg and other points		23,164	58,366	36,890
Canadian Northern Railway		8,588	24,452	22,593
Great Northern Railway, Duluth		14	131	413
Grand Trunk Pacific		3,538	8,185	10,056
Total		35,304	91,134	69,952

Number of Cars of Grain and Total Quantities Inspected at Winnipeg and other Points in the Western Division for the Undermentioned Periods.—*Continued.*

	+Increase −Decrease	% Increase
Canadian Pacific Railway, Winnipeg and other points	+ 21,476	
Canadian Northern Railway	+ 1,859	
Great Northern Railway, Duluth	− 282	
Grand Trunk Pacific	1,871	
Total Increase	+ 21,182	30·28

Recapitulation—Comparative Figures for the three months ending November 30, 1920.

	Total Number of Cars.
1901-2	23,078
1902-3	23,183
1903-4	19,168
1904-5	20,085
1905-6	32,141
1906-7	29,847
1907-8	25,808
1908-9	48,898
1909-10	60,022
1910-11	51,157
1911-12	60,864
1912-13	75,251
1913-14	116,385
1914-15	68,442
1915-16	142,569
1916-17	83,571
1917-18	90,934
1918-19	64,843
1919-20	69,952
1920-21	91,134

Preliminary Statement of Grains ground and Products produced therefrom in Eastern Canada, Western Canada, together with amount for the Dominion of Canada for the month of October, 1920.

Grain.	Eastern Division. Quantity of bushels ground during month.			Western Division. Quantity of bushels ground during month.			Dominion of Canada. Quantity of bushels ground during month.		
	Merchant.	Custom or Exchange.	On Hand.	Merchant.	Custom or Exchange.	On Hand.	Merchant.	Custom or Exchange.	On Hand.
Wheat	1,499,332	33,298	326,800	2,693,048	34,944	889,587	4,192,380	68,242	1,216,387
Oats	373,910	60,150	215,443	415,432	4,618	177,429	789,342	64,768	392,872
Barley	17,567	22,194	22,068	9,445	2,245	10,369	27,012	24,439	32,437
Rye		1,151	170	747	886	9,609	747	2,037	9,779
Corn	44,142	5,062	35,583	7,275		6,739	51,417	5,062	42,322
Buckwheat	388	7,736	960				388	7,736	960
Peas	5,817	1,386	1,304				5,817	1,386	1,304
Mixed Grains	97	78,473					97	78,473	

Preliminary Statement of Grains ground and Products produced, etc.—*Concluded.*

PRODUCTS GROUND.

	Unit of Measure.	Quantity ground during month.		Total.
		Eastern Division.	Western Division.	
Wheat Flour Standard—	Brls.			
Spring	196 lbs.	252,270	40,363	292,633
Winter	"	47,874	.....	47,874
Blended	"	6,593	361	6,954
Total	"	306,737	40,724	347,461
Patents—				
Spring	"	27,778	523,609	551,387
Winter	"	.....	17	17
Blended	"	.....	537	537
Total	"	27,778	524,163	551,941
Clears—				
Spring	"	.....	104,104	104,104
Winter	"	.....	.....	.....
Blended	"	128	.....	128
Total	"	128	104,104	104,232
Low Grade or Feed	"	27,998	16,760	44,758
Shorts and Middlings	Tons	7,222	12,755	19,977
Bran	"	5,996	10,603	16,599
Oatmeal	Lbs.	1,451,371	538,468	1,989,839
Rolled Oats	"	4,134,096	8,044,238	12,178,334
Barley—Pot and Pearl	"	226,442	211,476	437,918
Flour and Meal	"	324,200	57,475	381,675
Rye—Flour and Meal	"	.....	79,849	79,849
Corn—Flour	"	99,176	10,878	110.054
Meal	"	1,540,168	219,961	1,760,129
Cracked	"	767,228	.....	767,228
Buckwheat Flour	"	71,901	.....	71,901
Peas—Meal	"	9,992	.....	9,992
Split	"	285,500	.....	285,500
Feed not otherwise specified	Tons	8,728	3,409	12,137

NEW INCORPORATIONS.

Dominion.

Mercure Knitting Company, Limited. Incorporators: Joseph Mercure, merchant; and others—all of Montreal. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of business, Montreal.

The Canadian Bonom, engineer; Charles Edmond Taschereau, notary; and others—all of Quebec. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of business, Quebec.

Educational Motion Pictures, Limited. Incorporators: George Meredith Huycke, barrister-at-law; and others—all of Toronto. Capital $500,000, divided into 50,000 shares of $10 each. Chief place of business, Toronto.

M. B. Steine, Limited. Incorporators: Michael Arthur Phelan, of Westmount; and Robertson Fleet and Charles Stuart LeMesurier, advocates; and others—all of Montreal. Capital $150,000, divided into 1,500 shares of $100 each. Chief place of business, Montreal.

Footwear Findings of Canada, Limited. Incorporators: Frank Breadon Common, advocate; Francis George Bush, bookkeeper; and others—all of Montreal. Capital $100,000, divided into 1,000 shares of $100 each. Chief place of business, Cowansville, Que.

Eaves Brothers, Limited. Incorporators: Edmund Eaves, merchant, of Westmount; and others—all of Montreal. Capital $150,000, divided into 1,500 shares of $100 each. Chief place of business, Montreal.

T. B. Little Company, Limited. Incorporators: Frank Breadon Common, advocate; and others—all of Montreal. Capital $200,000, divided into 2,000 shares of $100 each. Chief place of business, Montreal.

Canadian Grape Products, Limited. Incorporators: William John Aikens, of Dunnville, Ont., manufacturer; William Thomas Henderson, K.C.; and others—all of Brantford. Capital $200,000, divided into 2,000 shares of $100 each. Chief place of business, Hamilton.

Ontario.

Dominion Cloak Company, Limited. Incorporators: Benjamin Luxenberg, barrister-at-law; and others—all of Toronto. Capital $150,000, divided into 1,500 shares of $100 each. Head office, Toronto.

Primo Silver-Cobalt Mining Company, Limited. Incorporators: Henry Huggard Oliver Stull, merchant; and others. Capital $1,000,000, divided into 1,000,000 shares of $1 each. Head office, Toronto.

Great Kirkland Gold Mines, Limited. Incorporators: James Edward Day, barrister-at-law; and others—all of Toronto. Capital $1,500,000, divided into 1,500,000 shares of $1 each. Head office, Toronto.

F. W. Fearman Company, Limited. Incorporators: Frank Dingwall Fearman and Robert Calver Fearman, manufacturers; and others—all of Hamilton. Capital $1,000,000. Head office, Hamilton.

The Coleman Lamp Company, Limited. Incorporators: Herbert Harold Minard and Edward Devine Ranck, managers; and others—all of Toronto. Capital $250,000, divided into 2,500 shares of $100 each. Head office, Toronto.

The Sarnia Oil and Gas Company, Limited. Incorporators: Richard Vryling LeSueur, barrister-at-law; and others—all of Sarnia. Capital $500,000, divided into 500,000 shares of $1 each. Head office, Sarnia.

Canadian China Products, Limited. Incorporators: Norman Stuart Caudwell and Norman Batten McPherson, barristers-at-law; and others—all of Toronto. Capital $300,000. Head office, Toronto.

Indian Peninsula Molybdenum Company, Limited. Incorporators: James Steller Lovell, accountant; and others—all of Toronto. Capital $1,000,000, divided into 1,000,000 shares of $1 each. Head office, Toronto.

British Columbia.

Alice Arm Holdings, Limited. Capital $1,000,000. Registered office, Vancouver.

British Canadian Steamships, Limited. Capital $500,000. Registered office, Vancouver.

Coast Range Steel, Limited. Capital $15,000,000. Registered office, Vancouver.

Crescent Oil Holding Company, Limited. Capital $175,000. Registered office, Vancouver.

Soda Mining and Products Company, Limited. Capital $75,000. Registered office, Vancouver.

Vancouver Island Sawmills, Limited. Capital $100,000. Registered office, Vancouver.

FOREIGN EXCHANGE QUOTATIONS FOR THE WEEK ENDING DECEMBER 8.

The Foreign Exchange Department of the Bank of Montreal has furnished the following statement of the nominal closing quotations for all the principal exchanges for the week ending December 8. Those for the week ending December 1 are also given for the sake of comparison.

		Parity.	Week ending December 1, 1920.	Week ending December 8, 1920.
Britain	1.00	$4.86	3.965	3.984
France	1.	.193	.069	.068
Italy	1.	.193	.041	.041
Holland	1.	.402	.348	.353
Belgium	1.	.193	.073	.072
Spain	1.	.193	.148	.147
Portugal	1.	1.08	.126	.126
Switzerland	1.	.193	.178	.180
Germany	1.	.238	.016	.015
Greece	1.	.193	.093	.091
Norway	1.	.268	.156	.170
Sweden	1.	.268	.222	.223
Denmark	1.	.268	.156	.172
Japan	1.	.498	.576	.578
India	1.	.342	.318	.306
United States	1.	1.00	1.13⅞	1.15¾
Argentina	1.	.965	.891	.931
Brazil	1.	.546	.187	.194
Roumania	1.	.193	.017	.017
Jamaica	1.	4.86	....	3.994
Barbados	1.	1.	....	.83⅜
British Guiana	1.	1.	....	.83⅜
Trinidad	1.	1.	....	.83⅜
Dominica	1.	1.	....	.83⅜
Grenada	1.	1.	....	.83⅜
St. Kitts	1.	1.	....	.83⅜
St. Lucia	1.	1.	....	.83⅜
St. Vincent	1.	1.	....	.83⅜
Tobago	1.	1.	....	.83⅜

TRADE INQUIRIES FOR CANADIAN PRODUCTS.

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "The Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa," or The Secretary of the Canadian Manufacturers' Association, Toronto, Montreal, Winnipeg, Amherst, N.S., and Vancouver, or The Secretary of the Board of Trade at Toronto, Hamilton, Kingston, Brandon, Halifax, Montreal, Quebec, St. John, Sherbrooke, Vancouver, Victoria, Winnipeg, Edmonton, Calgary, Moosejaw, Saskatoon, Sault Ste. Marie, Fort William, Port Arthur, Moncton, Regina, New Westminster, B.C., Sydney (Cape Breton), Guelph, Peterborough, Brantford, St. Mary's, Ont., Chambre de Commerce de Montreal, The London, Ont., Chamber of Commerce, The Stratford Chamber of Commerce, The Border Chamber of Commerce, Windsor, Ont., and Kitchener Manufacturers' Association.

Food Products.

2542. **Wheat.**—A company in London, who are selling wheat regularly in Poland, Germany, and the Baltic Provinces, wish to effect a connection with a responsible Canadian shipper of grain.

2543. **Foodstuffs, canned goods, etc.**—A London firm wish to effect connections with Canadian producers of the following lines for shipment to the United Kingdom and Europe, and would be glad to receive quotations c.i.f. United Kingdom and con-

Oriental ports, and full range of samples from packers interested: flour, macaroni, corn starch, condensed and evaporated milk, and all kinds of canned goods, especially fruits in syrups; also evaporated apples and other fruits, and lard.

2544. **Canned fruits and vegetables.**—A Nottingham firm are open to purchase canned fruits of all kinds and tomatoes.

2545. **Salmon and lobster.**—A Nottingham firm inquire for exporters of canned salmon and canned lobster.

2546. **Preserved fruit.**—A Nottingham firm are always open to consider offers of preserved fruits of all kinds.

2547. **Agency in Trinidad.**—A commercial house in Trinidad, B.W.I., desire to secure the agency in Trinidad for a large manufacturer of flour, oatmeal, and cornmeal; also interested in oilmeal, codfish, sardines, wrapping paper, and Portland cement.

2548. **Meats; canned fruits, vegetables, and fish.**—A well-established firm of commission agents in Port of Spain, Trinidad, having branch offices in Georgetown, Demerara, and British Guiana, and with travellers visiting Barbados, the Windward and Leeward islands, and Dutch Guiana, would like to make arrangements to represent a Canadian packing house supplying meats and also with Canadian companies in a position to supply canned fruits and vegetables, canned fish, etc. This firm already represents two important Canadian manufacturing companies and a well-known British manufacturing company, but would be glad to take on other agencies.

2549. **Grain, seeds, and foodstuffs.**—An important firm in Antwerp, Belgium, having connections in Belgium, Holland, and France, wish to make arrangements with Canadian firms exporting grain, seeds, and foodstuffs.

2550. **Food products.**—An importer in Bordeaux, France, desires to obtain the agency for Canadian firms in all lines of food products.

Textiles and Dry Goods.

2551. **Dry goods.**—A large firm of manufacturers' representatives in Trinidad, who also cover the neighbouring islands, would like to represent Canadian dry goods firms for cotton and woollen piece-goods, linen, hosiery and shirts. Firm carries a large staff of competent salesmen.

2552-2553. **Blankets.**—Two large British firms in Constantinople, with extensive connections, are desirous of receiving particulars from Canadian suppliers of blankets of all kinds with a view to the resumption of normal trade with that centre.

2554. **Woollen hosiery.**—A large British firm in Constantinople, with extensive connections, are desirous of receiving particulars from Canadian suppliers of woollen hosiery with a view to the resumption of normal trade with that centre.

2555. **Woollen goods.**—A firm in Constantinople desire to receive particulars from Canadian exporters of woollen goods.

2556. **Woollen knitted goods.**—A British firm in Constantinople, with extensive connections, desire to receive particulars from Canadian suppliers of woollen knitted goods of all kinds, with a view to future developments of this trade.

2557. **Clothing.**—A large British firm in Constantinople, with extensive connections, are desirous of receiving particulars from Canadian suppliers of clothing with a view to the resumption of normal trade with that centre.

2558. **Dry goods.**—A British firm of dry goods merchants in Constantinople desire to get into touch with Canadian suppliers of clothing articles and other dry goods.

2559. **Textiles.**—A large British firm in Constantinople, with extensive connections, are desirous of receiving particulars from Canadian suppliers of textiles of all kinds with a view to the resumption of normal trade with that centre.

Metals, Machinery, and Hardware.

2560. **Hot-water heating stoves and hot-air heating apparatus.**—A British firm wish to be placed in touch with Canadian manufacturers of hot-air heating stoves and heating apparatus. They are very anxious to obtain any pamphlets or catalogues explaining the methods and equipment used.

2561-2563. **Hardware.**—Three firms in Constantinople—one a large British concern with extensive connections—desire to receive particulars from Canadian exporters with a view to the resumption of normal trade with that centre.

2564. **Bedsteads.**—A firm of merchants and commission agents in Constantinople desire to receive particulars from Canadian exporters of bedsteads.

2565. **Tools.**—A firm of merchants and commission agents in Constantinople desire to receive particulars from Canadian exporters of all kinds of tools.

2566. **Brushes.**—A firm of merchants and commission agents in Constantinople desire to receive particulars from Canadian exporters of brushes.

2567-2569. **Iron and steel.**—Three British firms in Constantinople, with extensive connections, desire to receive particulars from Canadian suppliers of iron and steel with a view to future developments of this trade.

2570. **Iron and steel.**—A firm of merchants and commission agents in Constantinople desire to receive particulars from Canadian exporters of iron and steel.

2571-2572. **Iron pipes.**—Two British firms in Constantinople, with extensive connections, desire to receive particulars from Canadian suppliers of ¼ to 3-inch iron pipes (black and galvanized), tubes, and water pipes, with a view to future developments of this trade.

Miscellaneous.

2573. **Representation in Great Britain and France by Returned Soldier.**—Ex-officer who had special opportunities during the war for making connections in the industrial centres of Great Britain and France seeks employment there. He will consider offers from firms desiring representation in either of the above countries and solicits an interview. He speaks French and has had a university education. He is prepared to return to Europe at any time.

2574. **Kitchen chairs.**—A Glasgow importer of furniture is anxious to do business with Canada in one-piece-top kitchen chairs. Terms, thirty days' sight draft.

2575. **Doors and dowels.**—A manufacturers' agency in London, England, comprised of business men who served in the Canadian Army during the war, have already secured agencies for a number of Canadian lines and desire to arrange to represent manufacturers of doors and dowels. They ask for sole selling rights in the United Kingdom, and are in touch with importers in the United Kingdom who will give very large orders if satisfactory prices can be arranged.

2576. **Belting.**—A Nottingham firm are prepared to consider offers of leather belting.

2578. **Furs.**—A London company applies for the addresses of Canadian firms who can supply all classes of furs ready for making up, especially skunk, fox, beaver, and nutria.

2579. **Leather.**—A large British firm in Constantinople, with extensive connections, are desirous of receiving particulars from Canadian suppliers of leather of all kinds with a view to the resumption of normal trade with that centre.

2580. **Wrapping paper and Portland cement.**—A commercial house in Trinidad, B.W.I., desire to secure the agency in Trinidad for Canadian exporters of wrapping paper and Portland cement.

2581. **Canadian commodities.**—A merchant conducting an exclusively wholesale trade in St. Pierre and Miquelon wishes to represent Canadian exporters of flour, corn meal, whole corn, feeds, tea, coffee, molasses, barrelled beef and pork, canned goods, leather and rubber boots and shoes, tobacco, cotton sheetings, oil clothes, marine and fishery cordage, dry goods, shingles and clapboards, dry goods, etc.

PROPOSED SAILINGS FROM CANADIAN PORTS.*

Subject to change without notice.

From St. John.

To LIVERPOOL.—*Empress of Britain,* C.P.O.S. Line, about December 15; *Victorian,* C.P.O.S. Line, about December 24; *Empress of France,* C.P.O.S. Line, about December 30; *Canadian Settler,* Canadian Government Merchant Marine, Ltd., about January 6; *Metagama,* C.P.O.S. Line, about January 6.

To LONDON.—*Canadian Raider,* Canadian Government Merchant Marine, Ltd., about December 15; *Batsford,* C.P.O.S. Line, about December 17; *Castellana,* C.P.O.S.-Furness Line, about December 18; *Grampian,* C.P.O.S. Line, about January 4.

To GLASGOW.—*Pretorian,* C.P.O.S. Line, about January 7.

To AVONMOUTH.—*Bolingbroke,* C.P.O.S. Line, about January 5.

To MANCHESTER.—*Manchester Corporation,* Manchester Liners, about December 15; *Manchester Mariner,* Manchester Liners, about December 25.

To SOUTHAMPTON.—*Scotian,* C.P.O.S. Line, about December 18; *Sicilian,* C.P.O.S. Line, about January 8.

To DUBLIN (calling at Cork if sufficient inducement offers).—*Fanad Head,* Head Line, about December 20.

To BELFAST.—*Fanad Head,* Head Line, about December 20.

To PLYMOUTH.—*Manoa,* Fracanda Line (Canada Steamship Lines, general agents), about December 21.

To ANTWERP.—*Scotian,* C.P.O.S. Line, about December 18; *Sicilian,* C.P.O.S. Line, about January 8.

To ROTTERDAM.—*Ramore Head,* Head Line, about December 30.

To HAVRE.—*Manoa,* Fracanda Line (Canada Steamship Lines, general agents), about December 21; *Kamarima,* Fracanda Line (Canada Steamship Lines, general agents), about December 25; *Grampian,* C.P.O.S. Line, about January 4.

To BORDEAUX AND BILBAO.—*Georgie,* Fracanda Line (Canada Steamship Lines, general agents), about December 15; *Mississippi,* Fracanda Line (Canada Steamship Lines, general agents), about December 25.

To HAMBURG.—*Ramore Head,* Head Line, about December 31.

To RIO DE JANEIRO, SANTOS, MONTEVIDEO, AND BUENOS AIRES.—*Hyanthes,* Houston Lines, about January 15.

To KARACHI, BOMBAY, COLOMBO, MADRAS, RANGOON, CALCUTTA, SINGAPORE, BATAVIA AND SOERABAYA (via Mediterranean).—*Trevean,* Canadian Government Merchant Marine, Ltd., and British India Steam Navigation Company, Ltd., joint service, about January 10.

To AUSTRALIA AND NEW ZEALAND.—*Sussex,* New Zealand Shipping Co., about December 15.

To EASTERN AND FAR EASTERN PORTS.—*Hellenes,* Houston Lines, about January 30.

To SOUTH AFRICAN PORTS.—*Benin,* Elder-Dempster Company, about December 15.

From Halifax.

To BRITISH WEST INDIES.—*Chignecto,* Royal Mail Steam Packet Company, about December 24.

To LIVERPOOL.—*Megantic,* White Star-Dominion Line, about December 16; *Sachem,* Furness, Withy & Co., about December 20.

To LONDON.—*Kanawha,* Furness, Witty & Co., about November 30; *Canadian Aviator,* Canadian Government Merchant Marine, Ltd., about December 15.

To MANCHESTER.—*Manchester Corporation,* Manchester Liners, about December 16.

**These sailings are not complete, but are compiled from lists of prospective sailings supplied by shipping companies.*

To Glasgow.—*Canadian Carrier,* Canadian Government Merchant Marine, Ltd., about December 14; *Columbia,* Cunard Line, about December 11.

To Plymouth, Cherbourg, and Hamburg.—*Saxonia,* Cunard Line, about December 11.

To Hamburg.—*Mongolia,* White Star-Dominion Line, about December 18.

To Rio de Janeiro, Santos, Montevideo, Buenos Aires.—*Canadian Ranger,* Canadian Government Merchant Marine, Ltd., about December 20.

From Vancouver, B.C.

To Australia and New Zealand.—*Waitemata,* Canadian-Australasian Royal Mail Line, about December 15; *Makura,* Canadian-Australasian Royal Mail Line, about December 17; *Tahiti,* Canadian-Australasian Royal Mail Line, about December 20; *Niagara,* Canadian-Australasian Royal Mail Line, about January 12; *Wairuna,* Canadian-Australasian Royal Mail Line, middle January.

To London, Liverpool, and Glasgow (via Panama Canal).—*Craftsman,* Harrison Direct Line, about December 25.

To Yokohama, Kobe, Nagasaki, Shanghai, Manila, and Hong Kong.—*Empress of Asia,* C.P.O.S. Line, about December 16; *Empress of Russia,* C.P.O.S. Line, about January 13.

To Yokohama, Kobe, Nagasaki, Shanghai, and Hong Kong.—*Monteagle,* C.P.O.S. Line, about February 1.

To Shanghai, Hong Kong, and Singapore.—*Bessie Dollar,* middle December.

To Yokohama, Moji, and Hong Kong.—*Methven,* C.P.O.S. Line, about January 23.

To Yokohama, Kobe, Hong Kong and Manila.—*Ixion,* Blue Funnel Line, about December 20; *Talthybius,* Blue Funnel Line, about January 8.

FRENCH REGULATIONS FOR MARKING CANNED FRUITS.

(Commercial Attaché W. C. Huntington, Paris, in United States Commerce Reports.)

The Director General of Customs in Paris has transmitted the French regulations for the marking of containers of canned fruits and preserves, under date of October 21, 1920, which are as follows:—

Under present legislation, canned fruits and preserves are not required to show the country of origin on the containers. However, this requirement exists in so far as foreign prunes are concerned, which, according to the terms of Article I of the law of July 11, 1906, cannot be imported into France unless they bear a designation showing the country in which they were prepared. This indication should be placed on each container, by being stamped in relief or by indentation, in very visible Latin characters of at least four millimetres, in the middle of the cover or on the bottom and on a part bearing no other impression. The same indication must be shown by labels on the cases and packing of the shipments. On the inside carton packing containing the prunes, the stamping in relief or by indentation may be replaced by an adhesive label placed on the top or the bottom.

PRESERVATIVES AND COLOURING MATTER REGULATIONS.

In a general way it is forbidden to add any chemical product, preservative, or antiseptic to the fruits, vegetables, mushrooms, and other food products, except ordinary salt.

However, in the case of jams, jellies, or marmalades, the following are not considered adulterations: (1) The addition of pure tartaric or citric acid up to the limit of 2 grammes per kilogramme of the product; (2) the addition of cochineal, in order to heighten the colour. However, the products thus prepared lose all right to be called pure fruit preserves.

Colouring by other material than cochineal is also permitted, under the conditions fixed by ministerial decree of June 20, 1912, provided that the designation be immediately followed by the word "fantaisie," or "coloured."

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Gevernmer* Trade Commissioner, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Belgium.

A. Stuart Bleakney, Canadian Government Trade Commissioner, 1 Rue de Florence, Brussels. *Cable Address, Canadian.*

Brazil.

Ernest Leonard McColl, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rut Goncalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

H. A. Chisholm, Canadian Government Trade Commissioner, 501 and 502, Teniente Rey 11, Havana. Casa de Corres—Apartado 1299. *Cable Address, Cantracom.*

France.

Hercule Barré, Canadian Government Trade Commissioner, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

George E. Shortt, Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, Via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; office 50-B Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Westminister House, Adderly street , Cape Town. *Cable Address, Cantracom.*

South Eastern Europe.

L. D. Wilgress, Canadian Government Trade Commissioner, c/o Canadian Government Trade Commissioner, Via Carlo Cattaneo 2, Milan. *Cable Address, Care Canadian, Milan.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

G. B. Johnson, Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

W. C. Noxon, Director, Overseas Trade Branch of the Department of Trade and Commerce, 1 Regent Street, S.W. 1, Eng. *Cable Address, Canmission.*

United States.

John A. Cooper, Director Dominion Bureau of Information, 1463 Broadway, New York City.

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:
Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:
Valparaiso, British Consul General.

Colombia:
Bogota, British Consul General.

Ecuador:
Quito, British Consul General.
Guayaquil, British Consul.

Egypt:
Alexandria, British Consul General.

France:
Havre, British Consul General.
Marseilles, British Consul General.

India:
Calcutta. Director General of Commercial Intelligence.

Italy:
Genoa, British Consul General.
Milan, British Consul.

Mexico:
Mexico, British Consul General.

Netherlands:
Amsterdam, British Consul.

Panama:
Colon, British Consul.
Panama, British Vice-Consul.

Peru:
Lima, British Vice-Consul.

Portugal:
Lisbon, British Consul.

Spain:
Barcelona, British Consul General.
Madrid, British Consul.

Sweden:
Stockholm, British Consul.

Switzerland:
Geneva, British Consul.

Uruguay:
Monte Video, British Vice-Consul.

Venezuela:
Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 248 St. James Street, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows: H.M. Trade Commissioner: Post Office Box 683, Calcutta, for correspondence: Office address, Allahabad Bank Building, 6 Royal Exchange Place, Calcutta; that of the Commissioner for the Straits Settlements is: Mr. A. F. G. Anderson, H.M. Trade Commissioner, Signapore, Straits Settlements.

LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE DEPARTMENT OF TRADE AND COMMERCE.

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report re Mail Subsidies and Steamship Subventions.
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Report of the Canadian Economic Commission (Siberia), 1919.
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Russian Trade (1916).
Trade of South China (1919).
Trade with China and Japan (1914).
Trading with Spain (1920).
Timber Import Trade of Australia (1917).
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Toy Making in Canada (1916).
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

BUREAU OF STATISTICS PUBLICATIONS.

Annual Report of the Trade of Canada.
Annual Report on the Coal Trade of Canada (1918).
Annual Report on the Grain Trade of Canada.
Beet Sugar Industry (The), (1908).
Canada Year Book (The), (Annual).
Criminal Statistics (Annual).
Directory of the Chemical Industries in Canada (1919).
Monthly Bulletin of Agricultural Statistics.
Monthly Coal Statistics.
Monthly Cold Storage Statistics.
Monthly Report of the Trade of Canada.
Report of the Fifth Census of Canada:
- Vol. I. 1912, Areas and Population by Provinces, Districts and Sub-districts, with introductions, etc. (Out of print.)
- Vol. II, 1913, Religions, Origins, Birthplace, Citizenship etc.
- Vol. III, 1913, Manufactures, 1911.
- Vol. V, 1915, Forest, Fishery, Fur, etc.
- Vol. IV, 1914, Agriculture, 1911 (Out of print.)

Report on the Census of Industry, 1917:
- Part I. Agricultural Statistics.
- Part II. Dairy Factories.
- Part III. Fisheries.
- Part IV. Section I, Lumber, Lath, Shingles, etc.
- Part IV, Section II, Pulp and Paper.
- Other parts in preparation.

Report of Census of Prairie Provinces (Population and Agriculture), 1916.
Report of Conference on Vital Statistics, June, 1918.
Report of Postal Census of Manufactures, 1916.
Special Report on Foreign Born Population.

VOL. XXV. DECEMBER 20, 1920 No.

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



The Waterfront at Guayaquil, Ecuador. (*See* page 1775.)

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce)

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa | Monday, December 20, 1920 | No. 881

GENERAL APPLE MARKET CONDITIONS IN GREAT BRITAIN

Mr. J. Forsyth Smith, Canadian Fruit Trade Commissioner

Liverpool, November 17, 1920.—The quantities of apples coming forward during the half month ending November 13 have been somewhat less than during the last fortnight in October, Nova Scotia apples notably having been altogether absent from the two important markets of Liverpool and Glasgow, and prices have shown an upward and steadier tendency for arrivals of good quality and in good condition, the total receipts more nearly approaching the requirements of the market than during the period of heavy shipment in the middle of October. The proportion of shipments from Canada to the total imported decreased from 35 per cent during the last two weeks of October to 33 per cent.

Ontario apples generally have been in very good condition, and have returned good prices. Values of Nova Scotia apples have not been so satisfactory, and many of the Blenheims and Ribstons, especially, have been more or less out of condition. A notable feature has been the excellent prices made by considerable shipments of Ontario Greenings. As predicted in the course of addresses in Canada, an English short-crop year offers a specially good market for green varieties. Last year Greenings were making very low values.

Owing to the high quality of barrel apple shipments, the demand for boxed apples has not been as good as was hoped for earlier in the season. The best sizes and varieties have in many cases made prices exceeding control, but heavy arrivals are expected from the United States, and shippers must be prepared to hear of a decided slump. The prospects for barrel apples are much more favourable than those for boxed fruit.

BARREL APPLE PRICES

The following table shows the range of prices of each grade (1, 2, Domestic and 3) of some of the principal varieties of Ontario, Nova Scotia and American barrel apples, sold during the first half of November, in the four principal markets of the United Kingdom. While this comparison in a general way indicates the situation, it must be considered with reservation, especially when there have been wide fluctuations, as certain varieties may not have been present on the several markets during the same period:—

Ontario—	Glasgow	Liverpool	London	Manchester
Baldwins 1	46s. to 61s.	55s. to 67s.	50s.	—
2	48s. to 57s.	50s. to 60s.	45s.	—
3	40s.	.....	.....	—
Cranberry 1	47s. to 52s.	58s.	.....	—
2	45s.	56s.	.....	—
Dom.	48s.	.....	.....	—
3	40s. to 47s.	.....	.....	—
Wagner 1	.....	52s. to 61s.	.....	—
2	49s.	52s.	.....	—
Kings 1	55s. to 65s.	60s. to 71s.	.....	—
2	53s. to 62s.	57s. to 62s.	.....	—
Dom.	46s. to 51s.	49s.	.....	—
3	54s.	.....	.....	—
Gano 1	59s.	.....	55s.	—
2	.....	.....	55s.	—
3	.....	.....	50s.	—

BARREL APPLE PRICES—*Concluded.*

	Glasgow	Liverpool	London	Manchester
Ontario—Con.				
Greenings 1	50s. to 61s.	53s. to 65s.	52s.	—
2	45s. to 55s.	50s. to 59s.	52s.	—
Dom	39s. to 40s.	.....	.....	—
3	27s.	42s. to 43s.	45s.	—
Ben Davis 1	48s. to 55s.	56s. to 57s.	46s.	—
2	45s. to 50s.	53s.	46s.	—
3	40s. to 52s.	.....	40s.	—
Golden Russets 1	59s. to 66s.	62s. to 74s.	.....	—
2	55s. to 60s.	57s. to 72s.	.....	—
3	45s.	.....	.....	—
Ontario 1	45s. to 52s.	.....	.....	—
2	53s	46s.	.....	—
Dom	42s. to 44s.	.....	.....	—
3	37s.	.....	.....	—
Snow 1	60s. to 65s.	60s. to 67s.	.....	—
2	49s. to 56s.	.....	.....	—
3	46s.	.....	.....	—
Tewaukee 1	47s. to 53s.	48s.	.....	—
2	45s. to 50s.	.....	.....	—
Dom	43s.	.....	.....	—
3	39s.	.....	.....	—
McIntosh 1	60s. to 64s.	.....	.....	—
Starks 1	51s. to 59s.	61s.	47s.	—
2	45s. to 53s.	.....	46s.	—
3	38s.	.....	.....	—
Spy 1	58s.	56s. to 70s.	.....	—
2	.....	50s. to 63s.	.....	—
Nova Scotia—				
Kings 1	.....	.....	50s. to 55s.	50s. to 55s.
2	.....	.....	40s. to 50s.	48s. to 51s
Dom	.....	.....	35s. to 40s.	45s. to 49s.
3	.....	.....	.....	40s. to 45s.
Greenings 1	.....	.....	45s. to 55s.	56s.
2	.....	.....	.....	40s. to 47s.
Dom	.....	.....	.....	41s. to 45s.
3	.....	.....	.....	35s. 6d.
Ontario 1	.....	.....	40s. to 45s.	40s. to 45s.
2	.....	.....	40s. to 45s.	41s.
Dom	.....	.....	.....	30s.
Blenheims 1	.....	.....	35s. to 50s.	40s. to 52s.
2	.....	.....	30s. to 45s.	44s. to 48s.
Dom	.....	.....	25s. to 30s.	39s. to 46s.
3	.....	.....	20s. to 25s.	39s.
Ribstons 1	.....	.....	35s. to 50s.	40s. to 45s.
2	.....	.....	35s. to 47s.	38s. to 44s.
Dom	.....	.....	30s. to 35s.	36s. to 41s.
3	.....	.....	25s. to 30s.	29s. to 33s.
Baldwins 1	.....	.....	.....	48s. to 51s.
2	.....	.....	.....	47s.
Dom.	.....	.....	.....	46s.
Starks 1	.....	.....	40s. to 45s.	44s. to 47s.
2	.....	.....	40s. to 42s.	44s.
Dom	.....	.....	35s. to 40s.	—
Fallawaters 1	.....	.....	.....	50s.
2	.....	.....	.....	47s.
Golden Russets 1	.....	.....	50s. to 60s.	—
2	.....	.....	50s. to 55s.	—
Wagners 1	.....	.....	35s. to 40s.	—
2	.....	.....	30s. to 35s.	—
3	.....	.....	28s.	—
American Apples—				
York Imperials	51s. to 57s.	53s. to 65s.	.....	50s. to 55s.
Albemarles	62s. to 66s.	.....	.....	—
Ben Davis	54s.	.....	.....	—
Baldwins	.....	54s. to 55s.	.....	50s. to 55s.
Greenings	.....	55s. to 58s.	.....	50s. to 55s.

No Nova Scotia apples have appeared on either the Glasgow or Liverpool markets during this period. No Ontario apples have appeared on the Manchester market.

BOXED APPLES

The boxed-apple market has shown a weakening tendency, and as a consequence Glasgow importers have resorted to the unusual policy of sending shipments of British Columbia apples by rail to Liverpool for disposal by auction. On November 8 and 9, about 1,000 of these were disposed of at prices as follows: McIntosh Red No. 1, 125's, 22s. 6d. to 24s. 6d.; 138's, 22s. 6d. to 25s.; 150's to 175's, 23s. to 26s. Jonathans No. 1, all sizes 26s. A further shipment of these forwarded apples were sold in Liverpool on November 12 as follows: Jonathans No. 1, 125's, 21s. 6d. to 22s.; 138's, 22s. 6d.; 150's, 23s. to 23s. 6d.; 163's, 23s. to 24s.; 175's, 23s. 6d.; 188's to 225's, 20s. 6d. to 22s.; 80's to 113's, 20s. McIntosh Red No. 1, 72's to 96's, 16s. 3d. to 16s. 9d.; 100's, 17s.; 113's, 21s. 6d. to 22s.; 150's to 175's, 23s. Russets No. 1, 15s. to 15s. 9d. Some more or less pitted Cox's Orange were offered at the same time, but were held for a wanted price of 20s. The Russets were green, and not of a class to compete with Ontario Russets for which 68s. per barrel was being paid at the time. While the near approach of the date of reimposed control, November 15, probably held down the prices of the favoured sizes, the reduced prices indicate also a weakening tendency on the market, in view of expected American supplies.

The Glasgow market has been especially weak as regards boxed apples, values having been made as follows: November 9, British Columbia apples ex ss. *Cassandra*. McIntosh Red No. 1, 20s. to 21s.; No. 2, 20s. 6d. Cox's Orange No. 1, 21s. to 23s.; No. 2, 21s. Russets No. 1, 18s. Jonathans, 21s. 6d. On November 12, 8,000 British Columbia apples ex ss. *Saturnia* and *Bothwell* sold as follows: Jonathans No. 1, 20s. to 22s., No. 2, 18s.; McIntosh No. 1, 20s. to 21s., No. 2, 18s. to 19s.; Wealthy No. 1, 20s., No. 2, 18s. 6d.; Russets No. 1, 17s., No. 2, 16s.; Cox's Orange No. 1, 22s. to 25s., No. 2, 20s.; 705 boxes of Cox's Orange, pitted and wasty, were sold at 14s. to 15s. Glasgow has been selling boxed apples irrespective of counts, due to the difficulty in securing space for proper classification at the quay. Washington apples at the same sale brought: Jonathans, Extra Fancy, 21s. to 23s.; Fancy, 19s. to 21s.; "C" grade, 18s. to 21s.; Newtowns Extra Fancy, 23s. to 23s. 9d.; Combination grade, 19s. to 22s.

A few Ontario boxed apples ex ss. *Cassandra* sold in Glasgow on November 9 as follows: Kings No. 1, 19s.; No. 2, 17s. 9d.; Greenings No. 2, 17s. It should be noted by the shippers that Ontario barrel apples of the same varieties, by the same steamer, sold on the same day as follows: Kings No. 1, 56s. to 64s., No. 2, 53s. to 59s.; Greenings No. 2, 45s. to 52s. The boxed-apple prices quoted above are only equivalent to barrel prices of 57s. for No. 1 Kings; 53s. 3d. for No. 2 Kings; and 51s. for No. 2 Greenings. The best barrel apples of these varieties have therefore made prices superior to those of the boxes, while the worst of the Kings in good condition only made from three pence to a shilling less than the boxes.

On November 12, Ontario box apples ex ss. *Bothwell* sold in Glasgow as follows: Fallawaters No. 1, 16s. 6d., No. 2, 15s. 9d.; Greenings No. 1, 17s. to 17s. 9d., No. 2, 16s. to 16s. 3d. There were no Fallawaters sold on this date for purposes of comparison, but barrel Greenings sold for 56s. to 61s. for No. 1, and 48s. to 55s. for No. 2. Again, higher prices were made by barrel apples, as the boxed-apple prices are only equivalent to 51s. to 53s. 3d. per barrel for No. 1, and 48s. to 48s. 9d. for No. 2.

In Manchester on November 9 a small lot of Nova Scotia boxed apples ex ss. *Manchester Corporation* sold as follows: Cox's Orange No. 1, 25s.; Northern Spy No. 1, 26s. For Kings No. 1, the highest bid that could be obtained was 16s. While neither Cox's Orange nor Spies in barrels were sold the same day for comparison, it is quite unlikely that the barrel equivalent of the prices above, 75s. for Cox's Orange and 78s. for Spies, would have been reached by a barrel pack. Both these varieties are of high class and eminently suitable for box packing. In the case of Spies especially, the fact that boxes carry much better than barrels should be noted as in favour of well-coloured, specially selected medium sizes of this variety. Spies are very popular on the British market, the reason that prices lower than those on the home market are so frequently returned for barrel Spies being largely on account of condition on arrival. In the case of the Kings, barrel apples of the same variety

sold the same day at 50s. to 55s., the lowest figure of this range being higher than the barrel equivalent of the highest offer made for the boxed Kings. Kings, as a rule, are too large for boxes to compete with barrels. Medium-sized red apples in boxes obtain the highest prices. The consumer cannot afford to pay box-apple prices for one or two apples per pound. If he did he would be paying 8 cents to 10 cents apiece.

In London, Nova Scotia Cox's Orange sold at 35s. to 40s., and Ontario boxed apples ex ss. *Dunbridge* as follows: Wealthy No. 1, 20s. to 21s.; Greenings No. 1, 18s. to 20s. British Columbia apples have sold as follows: Jonathans No. 1, 25s. to 26s.; Cox's Orange No. 1, 30s. to 40s.; McIntosh No. 1, 20s. to 22s.

A shipment of Nova Scotia boxed apples ex ss. *Batsford* sold at Bristol brought: Kings No. 1, 113's, 23s.; 138's, 24s.; 88's to 96's, 20s. Wageners No. 1, mixed sizes, 22s. Golden Russets No. 1, 175's to 200's, 27s. Cox's Orange No. 1, 125's to 188's, 34s.; No. 2, 30s.; Domestic, 25s.; No. 3, 28s. Grimes Golden No. 1, 20s. to 21s.; No. 2, 16s. 6d.; No. 3, 15s.

In the case of the Kings, shippers should note that there is a difference of $1 in favour of the smaller sizes The medium size, 150, would have brought still higher prices. The smallest sizes of Kings, only if well-coloured and of good quality, should be selected for box-packing. A comparison with barrel-apple prices at the same sale appears to justify box-packing, even in the case of Kings. As regards the latter, however, this will be found to be exceptional on the British market. Cox's Orange and Golden Russets, however, are undoubtedly suited for the box pack. The Grimes Golden is not popular in this country, and would not have reached such high figures on any other market.

THE BRAND "CANADIAN APPLES"

The branding of all apples exported from Canada with the name "Canadian" has recently been strongly advocated in Canada. The sentiment at the bottom of such advocacy is excellent, but there are objections in practice, as far as the United Kingdom market at least is concerned.

On British markets, among primary buyers, there is never any doubt as to the source from which any particular apples have come. The distinctive names, Nova Scotian, Canadian, British Columbian, Washington, Western State, Maine or Virginian, appear on every auction catalogue. As it is obvious that the apples produced by each district each have their own characteristics, it is particularly necessary that the names branded on packages should emphasize distinctiveness. The object of adopting a general brand such as "Canadian" on apple packages from Nova Scotia, Ontario and British Columbia can only be to suggest uniformity of contents, and no one will seriously contend that any such uniformity exists, except as to size of container or grading. The apples from the several Canadian provinces each have their own distinctive merits, but they are very obviously not the same. They have each acquired certain individual peculiarities from the climatic and other conditions under which they are grown, and these peculiarities are recognized and appreciated by the buyers, and constitute definite factors in his scale of values. The attempt to cover essentially different products with a single designation is therefore an effort in direct contradiction to the facts of the situation. It is true that these apples have in common the fact that they are all produced in Canada, but why emphasize, for market purposes, a purely sentimental consideration, that can have no possible influence upon the buyers or upon returns, especially when it tends to destroy the distinctiveness, which is an important factor of value.

Unfortunately, also, in England the term "Canadian" is applied exclusively to Ontario apples. Undoubtedly it would be more accurate, and better from every standpoint, if Ontario apples were described on this market by the provincial name, but the use of the designation "Canadian" for Ontario apples is a long-established trade custom, which there is little hope of changing. The net effect, therefore, upon British importers, of branding Nova Scotia or British Columbia apples "Canadian" would be to suggest an attempt to represent them as from Ontario. This is an impression that it is, obviously, not desirable to create.

APPLE IMPORTS INTO THE UNITED KINGDOM

The following are the official figures of apple imports into the United Kingdom for the first half of November, 1916, 1919 and 1920, expressed in long hundredweights:—

	1916	1919	1920
Week ending November 6—			
Total imported	54,588	73,067	245,519
From Canada	4,199	42,318	76,746
Week ending November 13—			
Total imported	115,345	147,773	182,870
From Canada	11,232	71,434	64,362
From November 1st to 13th—			
Total imported	169,933	220,840	428,389
From Canada	15,431	114,752	141,108

The figures above do not show the relative quantities of apples imported from Canada and the United States, as the total number includes considerable quantities that have been brought in from continental points. Unfortunately, the Board of Trade authorities do not indicate the origin of imported fruits, except in the case of Canada, for which special arrangements have been made. It is of interest to note the varying proportion between Canadian and total imports during 1916, 1919 and 1920, respectively 9 per cent, 50 per cent and 33 per cent.

BRISTOL AND CARDIFF

The first sales of Nova Scotia apples ex ss. *Batsford* at Bristol, on November 10, have amply justified the use of this port as a distributing centre, higher prices being made than in any other market. Kings No. 1 made 55s. to 60s., as compared with London and Manchester 50s. to 55s.; Blenheims No. 1, 50s. to 62s., as compared with Manchester 40s. to 52s.; Ribstons No. 1, 50s. to 56s., as compared with Manchester 40s. to 45s.; Golden Russets No. 1, 72s., as compared with London 50s. to 60s.; and Baldwins No. 1, 53s. to 63s., as compared with Manchester 47s. Boxed-apple values, fully dealt with elsewhere, were also excellent.

SOUTHAMPTON AUCTION

The Southampton Auction has been holding sales once a week, attracting buyers from London and the south. The first boat carrying apples direct from the Pacific coast, through the Panama canal, the ss. *Eemdyk,* laden with 19,000 boxes from Seattle, and 12,000 boxes from San Francisco, is due to sell her cargo at Southampton on November 30. This is regarded as the first experiment under the best conditions in the all-water transport of Western boxed apples to this country, as shipments before the war were delayed by calling at New York and arrived in unsatisfactory condition. A special account of the results of this interesting departure will be given in the next apple market report.

FIVE SALES WEEKLY IN LIVERPOOL

In the past sales of fruit at the Liverpool auction have often extended until late at night on account of the quantities coming forward. The success of labour demands for shorter hours having rendered it impossible to keep staffs working after six o'clock, the Liverpool brokers have met the difficulty by arranging for five, instead of three sales weekly, when the quantity of fruit coming forward makes this necessary. Each broker's period for selling has also been cut down from 40 to 30 minutes for the first, and from 30 to 20 minutes for the second and subsequent turns, and there have been some minor modifications in the regulations governing the cataloguing of lots on which bids have been refused.

SPANISH EXPORTERS' BOYCOTT

The representatives of Spanish fruit exporters, dissatisfied with the stringent regulations enforced by Liverpool and Manchester buyers regarding the classification and rejection of their fruit, have systematically boycotted the auctions at these points during the past few weeks, Spanish fruit having practically ceased to appear on the auction catalogues. The boycott, which of course was only rendered possible by close co-operation among the shippers' representatives, will be interesting to watch in view of the long-standing grievance of Canadian shippers as to methods of classification of barrel apples on these markets. The buyers' organization, however, is very strong, and very insistent on what it regards as its rights, and the issue is doubtful.

AMERICAN GOVERNMENT ACTIVITIES

The United States Government have had an Agricultural Trade Commissioner located in London since the conclusion of the war, to look after the development of American business in apples, eggs, bacon, cotton, wool, and agricultural products generally. This official watches the apple market and sends weekly reports of current prices. The excellence of the Canadian cargo inspection system having been noted by this official, a first step in the same direction has been taken by his Government, and an inspector placed on his staff, who will take steps, as occasion arises, to report on cargoes concerning which complaint is made, in any part of the United Kingdom.

CANADA GOES ABROAD—IMPRESSIONS AND DISCOVERIES

II. Establishing a Canadian Line in Great Britain

At a time when a slackening domestic demand points to decreased production of overseas markets, the interest in export feasibility has been intensified in many industries that had not considered such a possibility before. Thus the experiences and discoveries of a Canadian upon his first trip abroad in a selling capacity should prove of interest and of value. Mr. S. J. Cook, sales manager of McLagan Phonograph Corporation, invaded Great Britain last summer, for the primary purpose of exhibiting at the Canadian Industries Exhibition, but in reality to discover British markets for his products. Mr. Cook went to learn, and considers his subsequent education a valuable asset to his firm and to himself. He expressed immediate willingness to communicate any pointers which he had noted during his investigation of the British markets.

All of Mr. Cook's impressions are correlated to the one central impression of British business stability. The secret of successful business in Great Britain is the cultivation of that stability—"and take your time while you do it," added Mr. Cook. The British business methods, like their products, are built to wear; if they appear to be slow at times, it will be found that they seek to establish integrity before committing themselves. A British connection is not confirmed overnight, or in the course of a club lunch; but once obtained, it is a connection decidedly worth while. "It is even possible that you will pay through the nose for it at first," said Mr. Cook, "but in the long run the business will come to you, and you will never regret your early experience."

APPROACHING BRITISH BUYERS

Mr. Cook arrived in London with goods to sell, and an open mind upon how to sell them. The Canadian Industries Exhibition failed to produce the degree of attention that had been anticipated, due to the holiday season, the inaccessibility of the exhibition, and the slackness of the trade. It became necessary for Mr. Cook to place his products before British buyers singlehanded. The first necessity was to

obtain touch with the buyers. Mr. Cook found the trades papers excellent for this purpose. They are admirably edited and widely read. In addition, general advertising in the newspapers produced favourable results, when coupled with circular letters to the trade, and as a more intimate move, Mr. Cook approached the London dealers.

The manner of this approach is worthy of notice. "In Great Britain," said Mr. Cook, " there is not the slightest use of dropping in upon dealers in our genial commercial traveller fashion. It will only be considered as bad business. Nor do you telephone a buyer to whom you have not been previously introduced—this would also be a breach of form. But the proper procedure is to write to those whom you desire to see, and ask them for an interview. Your letter will be acknowledged—there is not the slightest fear of them failing to answer you—and they will set a time for you to come to see them. Then it will be strictly up to you to be there at that time. If you are not, the chances of business will have gone flitting. Even in these small details, they insist upon absolute integrity, and the only way to gain their confidence is to strictly honour their desires."

MUST MEET THEM ON THEIR OWN GROUND

The British business man expects precision from his Canadian visitor equal to his own. The salesman must go equipped with all data, not only regarding his goods and their prices, but he will be expected to furnish instant and accurate information concerning their delivery, and the details of shipping, packing, transportation and transportation charges, forwarding expenses, tariff and manifest requirements, and such matters. They are finished traders, and all the world is selling to them; they set standards and adhere to them, and expect the rest of the world to accept their standards; and according to Mr. Cook, there is no other way of placing goods in the British market than by a careful compliance with the letter of British business etiquette, and a minute observation of what the British buyer really wants.

It is what he wants, and not what the salesman has to sell, that will be the determining factor if business is to be done. Mr. Cook quoted the instance of a chair manufactured by his organization, with an improved jointed leg, which from a manufacturing standpoint, was undoubtedly superior to the old single piece leg. But such an innovation could not be placed in Great Britain; two pieces of wood in one chair leg seemed to offend the British ideal of stability. In the same way, the British market demanded a finish and a thoroughness in manufactured articles beyond the detail required by American and Canadian consumers. A piece of goods must be completed to the highest possible degree, inside and out, in quality as in design, before the British buyer will consider it. And in regard to design, this must be British and not Canadian design. Mr. Cook instanced phonograph cabinets, finished in the latest accepted American patterns, fully fifteen years in advance of most of the British offers in quality and workmanship. But these could not be placed in Great Britain because of certain decorative features to which the British public were unaccustomed. In manufacturing for the British market, it would always be a great advantage to obtain the services of British designers and skilled craftsmen, as their peculiar knowledge of British prejudices in detail assist immensely in producing a satisfactory article.

DEMAND FOR WOODENWARE

Mr. Cook was more conversant with the British demand for wood products than in other lines, and he considered that there was a splendid market there for Canadian woodenware. "All wood products are in demand," he said. "The British manufacturers of these products pay about the same for their labour as we do, but their raw material costs them from two to three times as much. The Scandinavians are in the market, and are very live fellows, but Canada has a definite status, and Canadian goods are favoured. The housing scheme that is under development by the Government will

absorb huge amounts of standard sets, such as sashes, doors, mouldings, and the various wooden finishing supplies, and herein is a great opening for Canadian exporters. In reference to furniture, there will always be a good demand, particularly for pieces in knocked down state and 'in the white' (unfinished). As for phonographs, the better class trade is receptive, but they have not realized yet that this article has evolved to the status of a musical instrument. They still regard it largely as a sort of questionable mechansim, whose chief offence is an awe-inspiring tin horn, and its consideration as decorative furniture is still to be achieved. All in all, there are certainly excellent openings for Canadian wooden products, particularly in lines for better class trade; but above everything else, we must respect British prejudices, and seek to fill their exact requirements. I cannot emphasize the matter of quality too strongly. The British want real goods, and any substitution, even to an extent that would be tolerated by Canadians, will lose custom in that market."

HANDLING OF EXPORT SHIPMENTS

In regard to export shipments, Mr. Cook considered that the use of forwarding agents, who handled shipments at ports of shipment and discharge, was the superior method for ensuring satisfactory deliveries. The successful exporter could not afford to have any failures in delivery through the mischances of transportation. Portions of Mr. Cook's exhibition were delayed by unforeseen circumstances, and he was bluntly asked on approaching the buyers, "If you cannot get your samples here on time, are we entitled to expect that our goods will come when we order them?" The firm that accepts business in Great Britain, and fails in delivery, will probably find the doors closed to them in the future. In quoting to British buyers, not only the time of delivery must be specified, but the salesman should be able to give prices on his commodities laid down at British ports. This will not always be possible in Canada, when a f.o.b. Canadian port generally represents the best available quotation; but in the foreign market it is expedient to be able to quote arrived goods, and in the currency of the country of their destination. No salesman should approach a British buyer without his quotations in sterling, c.i.f. British port. In this connection, Mr. Cook states that Canadian ocean services could aid Canadian salesmen in Great Britain by providing a better system for the discovery of ocean charges. In two instances when he applied to Canadian lines for rates from Canada, he was obliged to wait while the information was being cabled from Montreal.

PACKING A MAJOR CONSIDERATION

Packing for shipment is a major consideration for ensuring satisfactory deliveries, according to Mr. Cook. His own organization has experienced little trouble from this cause, and he advised all exporters to give all care to their preparation. Packages undergo a greater strain to-day than ever before, and the slightest weakness will result in damage. Mr. Cook found the following to be an excellent case for wooden shipments: ⅞-inch lumber tongued, grooved and glued, and strongly cleated at the corners, without wiring. The glueing prevented the development of any strain or fracture, and a lining of tarred shipping paper within this case ensured the goods against any dampness. In reference to shipping in the knock-down state, the advantage was in reduction of volume and not in customs classification. Even should wooden goods be shipped in sections, in the white unfinished state, if they can be identified as the components of any dutiable manufactured article, they are still liable to the rate of the finished commodity. In this connection, Mr. Cook said: "This ruling looks like an invitation to evade the regulations; in furniture particularly, it would be difficult to swear to the future uses of many of the pieces; but it would be very poor business to attempt any devious practice in Great Britain, of all countries."

BANKING ARRANGEMENTS

The value of one's banking connection and the necessity of explicit financing arrangements need not be emphasized in dealing with a country whose banking system is so splendidly developed as Great Britain's. The British banks render wide services to their customers, but only to their customers. Mr. Cook cited his attempt to have a ten-pound note changed, and his failure, as the teller courteously referred him to his own bank or the Bank of England. It is not surprising to learn that one need not apply to a British bank for references upon any of their clients. Such requests should be made through the inquirer's bank, which will then ask the British bank for the necessary information, and it will be immediately forthcoming. In regard to the much-discussed question of exchange, Mr. Cook found indignation over the demand for payment in New York funds. It was considered more or less as piracy, and has injured Canadian prestige in a certain degree.

EXPORTING WORTH WHILE

In conclusion, Mr. Cook said: "Some of my experiences were humorous, and some of them were expensive; but just the same, I think that all intending Canadian exporters should do as I have done, and go and see for themselves. The state of the market, the peculiar demands of the trade, and the making of arrangements for representation, are items that cannot be satisfactorily understood and transacted at such a distance. As I have said before, you must go prepared to meet the British on their own ground, and this is an experience in itself. When you have given them time to decide as to your integrity, and have satisfied them of your capabilities for business, you can return home, perhaps without immediate orders, but with a connection formed that will bring results sooner or later. Somewhat icy at the initial approach, but models of courtesy, the British business man will not make anything of a fuss over you; but he is one of the finest and most dependable chaps in the world, and the Canadian exporter should go and meet him personally.

CANADA'S GREAT CHANCE

"It is to be hoped that when the British Empire Exhibition is held the Dominion Government will take steps to support a fitting representation from Canada. There is not the least comprehension over there of the extent of Canadian industry, and if we accept the gratuitous allotment of space at these exhibitions we shall probably have no larger representation than in the past. If, however, the Canadian Manufacturers' Association and the Department of Trade and Commerce will act aggresively, and ask for sufficient space to house a representative display of Canadian-made products, such an exhibition might serve as a fitting introduction of our manufactures to the world at large, and the advantage reaped would be immense. In the Federation of British Industries the British manufacturers have an organization of wonderful value; their experts are in every corner of the earth, and they render a perfectly tremendous service. If we had one-eighth of their organization, there would be no holding us. But we can use what we have got more effectively, and I am hoping for a wider interest in export trade in the future, and a more intensive effort to place Canada in the currents of the world's commerce."

ARGENTINE WHEAT EMBARGO REMOVED

Cablegram from the Canadian Government Trade Commissioner in Buenos Aires, Argentine Republic, says that the wheat export embargo has been removed.

THE FISH TRADE IN BELGIUM

Trade Commissioner A. Stuart Bleakney

Brussels, November 27, 1920.—Strange to say, Belgium, although a maritime country all parts of which are relatively close to the sea, is not self-sufficient in the matter of her fish supply and depends on France, England, Holland and even the United States and Canada to meet her requirements.

Oysters have been imported from France, England and Holland to the amount of 664,153 kilogrammes, for nine months of this year, and other shell fish reach the very considerable figure of 18,000,000 kg., most of which comes from France and Holland.

Conserved fish is also a big item in the food consumption of Belgium. During the first nine months of this year there were imported 4·4 million kg. of preserved fish to a value of 20·5 million francs. Portugal is the most aggressive supplier of this article, shipping to the value of 8·5 million francs, England 5·1, the United States, France and Holland following in order with 1·8, 1·5, and 1·2 million francs respectively. Several other countries ship considerable quantities, among which Canada supplied to the value of 462,018 francs. Most of this fish is canned salmon, crayfish, lobster, herring and sardines. The French pack are noticeable as having a distinctive mark in the form of a fish stamped on the cans.

PRICES

To give an idea of the retail prices here—which of course vary considerably over different periods—the following prices taken at random in Brussels shops are given:—

Pink salmon, Canadian, 2·45 francs per pound tin.
Pink salmon, United States, 2.25 per pound tin.
White salmon, American Chums, 2.45 per pound tin.

It may seem strange that chums were selling at higher prices than pinks, but the fact remains that this was the case in stores not one hundred yards apart. This was not due to a preference for chums but probably to ignorance on the part of the buyers. Many individuals when buying salmon ask for "saumon" without paying any attention to the colour or grade.

Nova Scotia lobster was being shown in the windows of Brussels at 6.50 the tin of two-thirds pound and 4.25 for one-third pound. Other lobster not Canadian, and claimed to be inferior, was selling at 4.25 for a tin of roughly two-thirds pound. The Canadian article was very highly spoken of. It was labelled in very attractive fashion. Crayfish (*langouste*) was shown at 4.50 francs for a tin weighing slightly under a pound.

Portuguese sardines in olive oil in tins weighing two-thirds pound are to be seen at 1.75 francs. This is for the ordinary grade. A better grade from the same country was much dearer at 2.25 for a tin slightly over one-third pound. American sardines in flat tins 4 inches by 2 inches by ¾ inch high in olive oil were marked 1.60. French sardines were also in evidence at about the same price.

CONDITIONS IN THE CANNED FISH TRADE

A large and representative importer dealing in this line and having chain stores throughout Belgium, when approached in regard to conditions in the import trade, stated that formerly their purchases were made in the actual fishing season. Owing, however, to considerable fluctuations being experienced in the countries concerned, much prudence is now evidenced by buyers. In consequence of the violent fluctuations in exchange and in the price of the merchandise itself, all future purchases are risky and uncertain.

As regards packing, there is no fault to be found with present methods. As to salmon, the flat tin is always preferred, the fish in this case being packed by hand, according to this firm. Fish packed in glass is also unknown. Canned salmon is usually sold under its own label, although some importers are selling under a fancy label. In regard to quality, red salmon is the most sought after, but its prevalent high price forces the pink salmon to the fore. As to lobster, this firm states that it is the opinion of buyers that the Nova Scotia product keeps longer and is better preserved than that of another province mentioned. Lobster enjoys a better sale since crab has risen so in price but its preservation is not up to the mark. In regard to Canadian "sardines" (young herring), the firm claims that there is no hope of being able to place these on European markets as Europe has sardines of superior quality. In this connection it should be noted that considerable American sardines (young herring) were being shown in the stores in competition with European brands at competitive prices.

FRESH AND SMOKED FISH

In regard to fresh or smoked fish, herring is apparently the big item, the import for the first nine months of this year amounting to 161 million kilogrammes valued at 19·5 million francs. As is to be expected, Holland is the most important supplier of these with 8·3 million kg. valued at 9·9 million francs for the period mentioned. The United Kingdom comes a good second with 5·8 million kg. valued at 7·4 million francs. Norway shipped 1·4 million kg. valued at 1·3 million francs. United States only supplied to the value of 40,000 francs. Canada does not appear as a source of supply.

Belgium also imported other fish and shell fish to the extent of 9·7 million kg. valued at 16·7 million francs, principally from Holland. It should also be noted that in Holland the Belgian importer finds an exchange situation almost as acute as that on the other side of the Atlantic.

FRESH FISH MARKETS

Fresh fish is a popular article of diet in Belgium. The high price of meat has stimulated the sale of fish considerably. While fish has risen in price from 100 in 1914 to 460 at the present time, meat has risen in proportion with the result that people with small means are forced to substitute fish for meat to a greater extent than formerly. This situation has been ameliorated through the sale of frozen meat by the Ministry of Ravitaillement. It should also be noted that the religion of the country has a bearing on the sale of fish on Fridays. The number of large open fish markets is very noticeable in Belgium. As is also the remarkable difference in prices between the stores themselves, the stores and contiguous markets, and between different markets in the same city, which seems to point to a lack of keen buying. A reason that suggests itself is the probability that the domestics in many establishments do the buying rather than the householders themselves, the domestic of course lacking the same incentive to economy.

PRICES ON THE BRUSSELS FISH MARKET

Prices on the Brussels fish market were taken on October 29, and were as follows:—

Crayfish	18 francs per kilo. (Langouste).
Lobster	12 to 16.
Sole	8 to 10 francs per kilo.
Turbot	8 francs per kilo.
Fresh codfish	6 to 9 francs per kilo.
Whiting	1.25 to 2.00 per kilo.
Stockfish	2 francs per kilo.
Fresh herring	1.25 per kilo.
New herrings	.30 to .40 per piece.
Smoked herrings	.30 to .40 per piece.
Skate or rayfish	3.50 per kilo.
Dorado	2.00 per kilo.
Plaice	2.75 per kilo.
White salmon	3.00 per kilo.

The prices on this date were rather low, and I would judge from experience that the average prices are somewhat higher.

CONSUMPTION OF FISH IN BELGIUM

It is difficult to establish the annual consumption of fish in Belgium. Possibly a figure equal to twice the imports would not be very far out. The Brussels fish market last year registered sales to the value of 7,000,000 francs. The Belgian fisheries could be much more fully exploited by the use of steam trawlers. In Bruges, during the month of August, there was reported from Ostend sales of fish to the value of francs 1,488,207, of which only 528,068 were derived from steam fishing boats, 108,210 from English, French and Dutch steam boats, and the balance from Belgian sailing boats.

BELGIAN TARIFF ON FISH

Fish of all kinds, including such conserved fish as is not imported in boxes, jars, light wooden packing (*croûtes*) or other covering of this kind and which is prepared by means of substances exempt from customs and excise duty, is free.

Preserved fish in boxes, jars, light wooden packing or other packing of this kind is charged duty at the rate of 30 francs the 100 kg. with the exception of caviar, which is charged 45 francs per 100 kg.

Preserved fish not in jars, boxes, light wooden packing or other packing of this sort and prepared with substances subject to duty, is dutiable at 24 francs per 100 kg.

NORWEGIAN INDUSTRIAL DEVELOPMENT.

Enormous industrial developments have taken place in Norway during the last few years says the *British Export Gazette*. For the most part, they were initiated during the war as the direct result of the difficulty of obtaining imported supplies of many classes of commodities, and they include the manufacture of rolled and drawn copper, brass goods, iron wire, tinplates, dynamos, motors and transformers, china and earthenware, cement, electric lamps, superphosphates, cellulose by-products, paper, leather, sulphuric acid, tar, carbide, salt from sea-water together with its by-products, and many chemicals. Some of these are, of course, not entirely new industries for Norway, but the majority are, and in the other cases considerable devolpments have been effected. A few of them may, now that Norway has reopened connections with supplying markets, be obliged to close down in face of the competition to be met, but in most cases these manufacturing industries of Norway have come to stay, and will be regular purchasers of machinery plant in wide variety.

SOUTH AFRICA'S IMPORTS

Trade Commissioner W. J. Egan

XXIV (*Conclusion*)

Vegetables, Tinned or Preserved

The prewar total import of over 3,000,000 pounds of vegetables, tinned or preserved in 1913 dropped down to 456,067 pounds in 1917, and only reached 767,185 pounds last year. The trade is shared by several countries, the United States holding one-third, with Canada in second place.

While the total to the credit of the Dominion last year was only $11,700, it serves to show the value of direct representation on the foreign field, and a much larger amount would be in evidence if the goods were available in Canada for export. Some recent shipments from the Dominion have been criticized in reference to their not being equal to sample in quantity, packing and general appearance, the conditions have, however, been explained and in almost every case satisfactory arrangements concluded. Canadian tinned vegetables are well spoken of by the better class retail trade throughout the country. Following are the imports:—

	1913	1919	Decrease or Increase
Total for the Union	$223,000	$121,000	− $102,000
Canada	1,500	11,700	+ 10,200
United States	27,000	69,600	+ 42,600
United Kingdom	9,400	4,750	− 4,650
Belgium	73,500	3,150	− 70,350
France	37,200	4,775	− 32,425
Italy	32,000	6,675	− 25,325
Germany	20,000	.....	+ 20,000
Holland	13,700	4,850	+ 8,850
Portugal	.....	3,340	+ 3,340
Spain	.....	5	+ 5
China	.....	995	+ 995

Pickles and Sauces

There is an average annual import of about 400,000 pounds of pickles and sauces under the above classification, into South Africa. At one time the United Kingdom held the bulk of this trade, but more recently Australia has secured about one-third of the trade.

Samples of Canadian pickles are now on this market in the hands of an agent, and the prospects for future trade seem very fair indeed.

IMPORTS OF PICKLES

	1916	1919	Decrease or Increase
Total for the Union	$74,000	$100,860	+ $26,860
Canada	35	.....	− 35
United States	2,740	7,900	+ 5,160
United Kingdom	70,020	64,850	− 5,170
Australia	.....	28,675	+ 28,675
China	690	90	− 600

IMPORTS OF SAUCES

	1916	1919	Decrease or Increase
Total for the Union	$174,425	$215,500	+ 41,075
Canada	225	.....	− 225
United States	11,515	20,245	+ 8,730
United Kingdom	154,860	178,000	+ 23,140
Australia	5,095	14,640	+ 9,545
China	520	750	+ 230
India	2,840	960	− 880

Golden Syrup

The small shipments which were placed on this market in 1916-17 by Canadian shippers were very favourably received, and inquiries have been made as to the prospects of renewed offers from the Dominion. Prior to 1914, the average annual imports of golden syrup were about 13,400,000 pounds, and although there has been some development in the production of the article in this country, large quantities will undoubtedly continue to be imported in the future. Canadian offers would now receive very favourable consideration. Following are the imports:—

	1913	1919	Decrease or Increase
Total for the Union	$643,000	$48,850	− $594,150
Canada	50	.....	− 50
United States	55	150	+ 100
United Kingdom	642,500	48,700	− 593,800

Whisky

The total import under the above heading has been decreasing yearly for some time, the trade being almost wholly in the hands of the United Kingdom.

The increased shipment credited to Canada last year is, it is understood, on account of consignment to agents here in an effort to develop a more extensive market for Canadian rye whisky than has heretofore existed. Prior to last year small annual shipment were received from the Dominion, evidently for regular customers and not for retail or bar trade. Following are the imports:—

	1913	1919	Decrease or Increase
Total for the Union	$1,184,000	$1,197,450	+ $ 13,450
Canada	1,950	12,210	+ 10,260
United States	250	3,150	+ 2,900
United Kingdom	1,181,000	1,181,225	+ 225

BRAZIL'S FOREIGN TRADE FOR 1920: DECLINE OF FAVOURABLE BALANCE.

TRADE COMMISSIONER G. B. JOHNSON, RIO DE JANEIRO

The official figures for the first three months of the current year of the foreign trade of Brazil demonstrate the fact that imports are increasing at a faster rate than exports, the balance of exports over imports for this period being 195,667:000$ ($48,900,000 Canadian currency at 4 milreis to the dollar), a considerable decline from the figure for the same period in 1919, the actual figures for 1920 being 504,762:000$ ($126,190,000) of exports and 309,095:000$ ($77,273,000) of imports. In quantities, the imports were 590,126 metric tons and exports 443,000 tons.

Of the articles imported wheat takes a leading place with a value of 20,802:000$, which added to 7,328:000$ worth of wheat flour, which is imported in large quantities, gives a sum of 28,130:000$ ($7,032,000). Wheat flour products form the basis of the food of Brazil's population and the imports of wheat and flour are greater than those of any other commodity.

After wheat comes cotton in various stages of manufacture with a value of 23,859:000$.

In this period Brazil imported 23,000:000$ worth of iron and steel, exclusive of railway material. Rails were imported to the value of 5,700:000$.

Coal is represented with the value of 15,551:000$ and next in order is codfish, whose immense consumption in this country is evidenced by the imports for these three months of a value of 14,481:000$ ($3,620,000).

The deterioration of the country's railway system during the war has necessitated the buying abroad of fresh equipment in large quantities. In the period under review, locomotives, cars, axles, wheels, etc., were purchased to the value of 13,000:000$. Future requirements in this direction will be immense.

Motor cars to the number of 3,286 were brought into this country, which with accessories for these vehicles had a value of exactly 12,000:000$.

The war and post-war famine of chemical products was relieved with imports valued at 8,085:000$.

The consumption of kerosene, which is largely used in the interior, fell off during this period, imports being 7,217:000$ as against 11,529:000$ for the same period last year.

The world-wide famine in newsprint paper was responsible for the reduction of imports from 10,053:000$ in the first three months of 1919 to 3,510:000$ in 1920.

In the absence of good tanneries, hides and prepared skins were imported to the extent of 6,788:000$.

Imports of barbed wire, so necessary in Brazil, were valued at 5,786:000$.

Iron tools were imported to the extent of 4,995:000$.

Of cattle 10,091 head were imported of the value of 3,142:000$.

IMPORTS FIRST THREE MONTHS OF 1920.

	Tons.	Value in contos of reis.
Live stock	.....	4,060
Raw materials and articles for use in arts and industries	286,317	74,187
Manufactured articles	165,928	165,579
Foodstuffs and fodder	137,881	65,270

EXPORTS FIRST THREE MONTHS OF 1920.

Animals and their products	39,611	72,982
Minerals and their products	325,574	5,065
Vegetables and their products	371,434	426,715

Sonto of reis at 4 milreis to the dollar is equal to $250.

During the past three months or more Brazilian exchange, with occasional and short-lived recoveries, has been steadily declining, until about the middle of October it reached the lowest point, in reference to the dollar, in history. As a natural result foreign orders have been cancelled wholesale, and shipments of goods ordered months before have been refused acceptance in numerous cases, and many import merchants must have been hard pressed to keep going in view of the necessity of meeting foreign drafts on a basis of 6 milreis to the dollar, and over, or similar disadvantageous basis respecting sterling and other currencies.

This remarkable decline cannot apparently be accounted for by any one definite cause, but is no doubt the result of several contributory factors. The large imports above noticed without a corresponding increase in exports, no doubt have had an influence. The fact that the Government has prohibited the export of sugar, one of Brazil's principal exports, has reduced exports. The cessation of inflated war-time prosperity due to the high prices obtained for Brazilian produce shipped abroad, and a return to more normal conditions in which the currency of the country is automatically finding its true and normal level, is probably largely responsible. Bank speculation has also been blamed. A sharp upward turn has taken place during the past few days and at date of writing New York sight drafts are quoted at 5$570 to the dollar (October 26).

Whatever the causes there is no reason to suppose that exchange will not in course of time return to what has been considered in the past to be more or less normal (about 4 milreis to the American dollar) or at any rate reach a position of stability, permitting the usual flow of imports into the country.

One real is written	Rs.	0$001
One milreis is written	Rs.	1$000

Conto of reis at 4 milreis to the dollar, is equal to $250.

TRADE AND INDUSTRIES OF CZECHO-SLOVAKIA

Trade Commissioner L. D. Wilgress

VII

The Industries of Czecho-Slovakia

An endeavour has been made in this part of the report to afford Canadian firms with some indication of the development, variety of products, capacity and present output of the leading manufacturing industries of the Republic of Czecho-Slovakia. Some estimate can in this way be formed of the extent to which Czecho-Slovak products will compete in the world's markets with those of other countries. The requirements of the various industries for imported raw materials and machines and apparatus will also be indicated by this review of the principal industries.

The manufacturing industries of Czecho-Slovakia are confronted with a different situation from that to which they were accustomed before the formation of the Republic. They are no longer assured of a large home market, embracing a population of 49,418,598, which the protection resulting from inclusion in the Austro-Hungarian Customs Union formerly afforded. Henceforth Czecho-Slovak products must compete on equal terms as regards customs duties with the products of other countries in the markets of Austria and Hungary and those sections of Jugo-Slavia, Roumania, Poland and Italy that formerly comprised part of the Austro-Hungarian Empire. This consideration is already making itself felt in connection with the textile industry of Moravia, Silesia, and Bohemia and is also applicable to the other industries of the country. On the other hand the formation of the Republic has brought compensating advantages to the industries of Czecho-Slovakia, notably as regards consolidation of policy, coal supplies and protection in a home market of 13,824,504 inhabitants from the competition of Austrian industries.

Sugar, glass and textiles are the three leading industries of Czecho-Slovakia, while the china, timber, paper, beer, spirit, metal, machinery, chemical, boot and shoe and leather industries are also important. For the particulars given in this part of the report the writer is chiefly indebted to the export section of the Czecho-Slovak Manufacturers' National Association at Prague. The principal manufacturing industries of the Republic are reviewed in the following order: sugar, glass, Gablonz goods, textiles, porcelain, timber, alcohol, beer, lace, leather goods, chemical products, metals and machinery.

The pulp and paper industry was reviewed in *Weekly Bulletin* No. 873, pages 1174-1176.

The Sugar Industry

The beet-sugar industry of Czecho-Slovakia comprises almost the whole of that of former Austria and a large part of the sugar industry of the former Hungary. This industry accounted before the war for over 8 per cent of the entire sugar production of the world and nearly 18 per cent of the beet-sugar output. In 1912-13 nearly 1,500,000 tons of sugar were produced in the territory now comprising Czecho-Slovakia. At the present time, in spite of a great falling off in output as compared with prewar years, sugar is the principal article of export from Czecho-Slovakia, and this is the only country in Europe which has exported sugar since the war.

The first sugar factories were established in Bohemia and Moravia towards the end of the eighteenth century. In Slovakia the industry is of more recent growth, but it is in this Province that the greatest development has taken place in recent years. The sugar industry of Czecho-Slovakia has the character of a large scale of manufacturing industry, in which the banks and associations of refineries take a leading

part. The following are the number of factories and the sugar production in the different provinces of Czecho-Slovakia in 1912-13:—

	Number of Factories	Sugar Production Tons
Bohemia	108	781,700
Moravia	51	414,800
Silesia	5	18,600
Slovakia	9	259,000
Total	173	1,474,100

In the same year the number of factories in the whole of Hungary, inclusive of Slovakia, was 28 and the total production 675,500 tons. The number of factories has been decreasing in the first three provinces since the commencement of this century, owing to the progressive concentration of production in large establishments. In 1900 the maximum acreage which could be utilized for beet-culture in these provinces had been obtained, so that since then the greatest development of the industry has been in Slovakia and other parts of former Hungary.

PRESENT POSITION

The production of sugar in Czecho-Slovakia during the campaign of 1918-19 amounted to 635,106 tons, while that of 1919-20 is estimated at 510,000 tons. Preliminary estimates of the coming crop of sugar beets point to a sugar production during the campaign of 1920-21 of about 800,000 tons. The decreased production of sugar, as compared with before the war, is attributed to shortage of labour, lack of fertilizers, deficiency of rolling stock and the production of coal supplies. The restricted production during 1919-20 is largely due to the effects of a disastrous snow-storm before all the beets had been harvested.

SUPPLIES OF SUGAR BEETS

The situation in the Czecho-Slovak sugar industry has been rendered stable since the formation of the Republic by the firm control exercised by the Sugar Commission and by co-operation on the part of the factories. This is especially applicable to the measures taken for assuring supplies of beets to each refinery. Efforts have been made to strictly adhere to the sugar-beet allotments, hitherto existing. The price for sugar beets has been fixed this year at 30 crowns for 100 kilos. (220 pounds), of which 26 crowns are paid to the grower and 4 crowns are paid to a fund administered by the Czecho-Slovak Sugar Commission for the purpose of assuring a sufficient quantity of fertilizers for next year's crop. The above price represents an increase of 100 per cent over the price paid last year for sugar beets.

The refineries have various means of securing their supplies of sugar beets. In Bohemia there are 15 stock companies with beet-growers as stock holders, while certain refineries have estates producing from 30 to 40 per cent of the total beet requirements. The balance is supplied by small growers on contract. The same applies to Moravia and Silesia, where there are 14 stock companies formed by beet-growers. About half the beets in these provinces, however, are raised on estates operated by the refineries. In Slovakia also the refineries grow 90 per cent of their requirements on large estates, which they operate themselves, while the balance of the beets needed are supplied by small landowners on contract.

The Czecho-Slovak Sugar Commission estimates the 1920 sugar-beet average as follows:—

	Acres
Bohemia	258,492
Moravia and Silesia	160,772
Slovakia	52,010
Total	471,274

This represents an increase of 6·29 per cent over last year but is still 25,000 acres less than the 1918 acreage. Owing to greatly increased use of fertilizers, however, and favourable weather conditions, present prospects for a large crop are favourable. It is estimated that over 5,000,000 tons of sugar beets will be grown, from which about 800,000 tons of sugar can be produced. This would leave about 400,000 tons available for export.

OTHER FACTORS

The Czecho-Slovak sugar industry, unlike that of Germany, is not dependent upon an annual immigration of labourers for the harvesting of the sugar-beet crop. On the other hand the altered economic and social conditions resulting from the war have brought about a shortage of labour, which hinders a return to the prewar standard of sugar production. The refineries have also been seriously affected by the reduction of coal supplies. The sugar factories of Bohemia, Moravia, and Silesia annually require 753,700 tons and those of Slovakia 685,000 tons of coal. This year the coal situation has greatly improved and no great restriction of output is expected on account of this factor.

SUGAR EXPORT

The export of sugar from Austria-Hungary during 1912-13 amounted to 1,091,074 tons, of which 663,941 came from Bohemia, Moravia and Silesia and a quantity also from Slovakia. During the year 1919 Czecho-Slovakia exported 282,899 tons, sent to the following countries:—

	Tons		Tons
Austria	160,045	Italy	2,420
France	55,000	England	1,250
Germany	26,315	Hungary	850
Jugo-Slavia	12,477	Roumania	800
Norway	10,840	Poland	575
Bulgaria	7,065	Other countries	142

This year France has already contracted for 90,270 tons and the United States has taken for the first time 7,000 tons of sugar from Czecho-Slovakia.

The exportation of sugar from Czecho-Slovakia is at present monopolized by the Government, and the Czecho-Slovak Sugar Export Company, Limited, of Prague, is the only institution authorized to sell sugar abroad. The factories receive for the sugar they export the maximum price fixed for domestic sale in Czecho-Slovakia, minus the excise duty. The Government therefore receives the benefit of the difference in price between sugar for home consumption and sugar for export. Through the intermediary of the Czecho-Slovak Sugar Commission the whole of the production and distribution of sugar is under state control. In order to take advantage of present high prices on the world's markets, the Government decreased the sugar ration from one and a quarter to one kilogramme (2·2 pounds) a month per person for the period from March 1 to September 30, 1920. The monthly consumption of sugar in Czecho-Slovakia was therefore reduced from 15,000 tons to 12,000 tons. Industries using sugar as raw material receive 40 per cent of their quota consumed in 1913. The sugar saved in this way is utilized for sale abroad in order to secure funds for the purchase of necessary supplies of flour and wheat.

The sugar refineries of Czecho-Slovakia have been organized for the purposes of Government control into the "Central Syndicate of the Czecho-Slovak Sugar Industry," with headquarters at Prague and district associations and local branches in different parts of the country. The beet growers are also organized into district associations. The central syndicate has a department for the selection of beet-seed and an up-to-date laboratory. This organization of the sugar industry tends to efficient co-operation and has in large measure contributed to the successful solution of the many difficulties and readjustments of the after-the-war period.

[In the next issue of the *Weekly Bulletin* Mr. Wilgress's account of the glass and Gablonz industries will be published.]

COMMERCIAL NOTES FROM ITALY.

T. Calderini, *Office of Trade Commissioner.*

Increased Duty on Automobiles.

Milan, October 23, 1920.—The new duties, which apply to automobiles, with or without bodies, for passengers, goods, or public service, tractors and auto-pumps, have just appeared in the *Gazzetta Ufficiale,* of 15th September, and are divided as follows: (The amount of duty is calculated on the weight).

	Lire per Quintal.
Up to 400 kilos	120
400-900 kilos	115
900-to1,600 kilos	65
1,600-2,500 kilos	75
2,500-4,000 kilos	95
4,000 kilos upwards	60

An extra duty of 35 per cent on the value is charged on automobiles, with or without body, weighing up to 2,500 kilos.

Frames are liable to a duty of 70 lire, gear boxes 110 lire, and complete back axles 90 lire per quintal. An additional duty of 30 per cent is charged on these parts.

Duties are payable in gold or if paid in paper currency at an increase of 100 per cent.

Permanent Milan Sample Fair.

News has just appeared in the press *re* the establishing in Milan of a permanent sample fair to be opened in December of this year in the New Gallery in Corso Vittorio Emanuele. This building is now in construction.

The name of the company organizing the above exhibition is "Casa per il Commercio Internazionale". Extensive facilities are being arranged not only for the display of samples but also for negotiations of sales on account of the exhibitors, and the company will be also in a position to undertake publicity and advertising campaigns. A library of catalogues will be maintained and offices, deskroom, stenographers, and so forth, will be available for commercial travellers and business men.

Subscriptions for entering exhibits in this fair must be for a minimum of two years, the price being $300 per year for showcase or square metre of space.

For firms who do not wash to make use of showcases but are desirous of sending samples and make use of the sale facilities of the company, the price will be $150 per year.

Italian Grain Situation

The information given hereunder on the importation of wheat into Italy on behalf of the Italian Government should be of interest:—

IMPORTS OF GRAIN FOR THE YEAR ENDING AUGUST 30, 1920.

	Quintals.
Wheat	20,526,839
Wheat flour	1,203,357
Rye	409,370
Maize	2,186,812
Total	24,326,378

Imports of wheat for the year 1919-20 show a falling off amounting to 6,892,271 quintals as compared with those for the preceding year, when, it should be noted, a surplus of approximately three million quintals was requisitioned by the Italian Government.

The decline in wheat imports, and furthermore the minor quantity yielded by domestic crops, accounts for the bad situation created on the Italian grain market, which now finds itself completely deprived of stocks for the coming season of 1920-21.

During the month of August, by means of an inter-allied organization, large wheat orders were placed in North America and the total quantity arriving therefrom at the end of August surpassed two million and a half quintals Italy's ever-increasing unfavourable financial situation, and in addition thereto the high prices for wheat persisting on the North American markets, and moreover the enormous rate of exchange, were the determining factors of the high quotation made at the end of August for wheat arriving from North America c.i.f. Italian ports, viz., 250 lire per quintal or an increase, from the beginning of the same month, of 20 to 25 lire.

If 225 lire be taken as a standard figure for wheat arriving from foreign countries and 110 lire as that for wheat bought locally, it is estimated that for purchasing 30 million quintals abroad and 13 million quintals of the domestic product, the Italian Government shall have to allot an amount of 1,430 and 6,750 million lire respectively, or a total amount of 8,180 milion lire.

Permits Required for Importation of Cereals Through Private Concerns.

The following has been decided for the importation of grain destined for re-exportation, through private concerns:—

Import permits will be granted only for those grains necessary for the manufacturing of pastes, such as macaroni, etc., and which are intended for exportation purposes. Application for the above permits should be made only by manufacturers of macaroni or consortiums thereof and by those firms who were interested in the importation of grains also before the war.

The entry into the kingdom of the above-mentioned grains will be regulated by the institution of special forms for temporary importation and by the temporary depositing of 20 lire per quintal of grain imported, which deposit will be transferred to the state's revenues in case the grain imported under the conditions just stated is not re-exported within four months after its introduction into the kingdom or in case of any other transgression of the conditions made and on which import permit was conceded.

The Italian custom authorities may authorize the exportation of 61 kilos of macaroni and 14 kilos of fine flours for every quintal of grain imported, or 75 kilos of macaroni, of the 75 per cent quality, for every quintal of grain imported.

TRADE INTERCHANGE BETWEEN CANADA AND ITALY

At the recent general meeting of the "Instituto Italiano per l'espansione Commerciale e Coloniale," of Venice, Italy, (The Italian institute for the expansion of foreign and colonial trade), which is under the patronage of the Italian Government and the hon. presidency of H. E. Signor Luigi Lazzatti, it was stated that the work done by the Institute has been considerable and varied. Satisfactory inter-trade relations have been established and strengthened with many of the world's markets, much business has been done through the instrumentality of the Institute with the Near East, Egypt, Tunis, Morocco, Western Europe, Central and Southern America, the United States and Australia. Special mention is made of Canada where the Institute has been able to introduce many articles of much importance—chemical products, silk goods, furnishing fabrics, tapestries, preserved foods, perfumes, buttons of vegetable ivory, etc.

The Italian Consulate General in Canada strongly recommends the Instituto to all Canadian commercial classes interested in and desirous of establishing trade connections with Italy as an efficient, reliable and up-to-date source of information and intermediary.

INVOICE REQUIREMENTS AND CONSULAR REGULATIONS OF OTHER COUNTRIES.

Trinidad and Tobago.

REGULATIONS UNDER THE CUSTOMS DUTIES ORDINANCE, 1920, TO GOVERN THE ENTRY OF GOODS UNDER THE BRITISH PREFERENTIAL TARIFF.

1. All goods entitled to preference under the British preferential tariff shall be accompanied (1) in the case of goods the growth or produce of the British Empire, by a certificate of origin in the form set forth in schedule "A" hereto, and (2) in the case of goods the manufacture of the British Empire, by a Certificate of Origin in the form set forth in schedule "B" hereto.

2. Goods shall not be deemed to be manufactured in the British Empire unless at least 25 per cent of their total value is the result of labour within the British Empire.

3. The importer shall produce at the request of the collector of customs such documentary evidence relating to the goods as the collector of customs may require to be presented in order to substantiate the correctness of the particulars contained in such certificates of origin.

4. Upon failure of the importer to present any document required under the preceding regulation, the collector of customs may direct that the goods shall not be admitted under the British preferential tariff.

5. When goods entitled to be admitted under the British preferential tariff reach the colony before the arrival of the certificates of origin relating to the same, the collector of customs may authorize the delivery of such goods at the preferential rate of duty on the security of a deposit equal in amount to the difference in duty between the preferential and general rates.

6. When goods accompanied by certificates of origin are not in uniformity with the description borne on the certificates, by reason of discrepancies as regards the marks or numbers of the packages, the number and description of the packages and description of the goods or the quantity or value of the goods, they shall not be entitled to preferential treatment unless the collector of customs is satisfied that the differences are solely due to error.

7. Certificates of origin produced shall be retained by the collector of customs.

8. Goods certified for entry under the British preferential tariff shall be packed separately from other goods. The packages, however, may be enclosed with other goods, provided the certificate of origin is endorsed accordingly.

9. Goods entitled to preferential treatment shall not be entered on entries along with non-preferred goods.

10. Goods, the produce or manufacture of one part of the empire, when imported into the colony from another part of the empire, may be admitted to preference, provided that the goods are accompanied by a certificate declared before the customs authorities of the last port of shipment certifying that such goods were entered at such port as empire goods, and were supported by certificates of origin at the time of admission.

11. Goods, the produce or manufacture of any part of the empire, consigned to the colony which have been transhipped *en route* at a foreign port, or have been shipped from a foreign port after overland transit from the empire country of origin, shall not be entitled to preference unless such goods have passed through such foreign country in bond and are accompanied by a through bill of lading or railway consignment note from the country of production to the colony in support of the certificate of origin. Where a through bill of lading or consignment note is not available, the invoice, local bill of lading or consignment note from the original point of origin and

certificate of arrival or landing at, and exportation from, the port of transhipment will be required. Such certificates are to be signed by the proper customs officer at the port of transhipment.

12. Goods, the produce or manufacture of any part of the empire, imported or re-consigned from a foreign country shall not be admitted to preference.

13. In the case of goods imported by parcel post, the following short form of certificate will, in the absence of ground for suspicion, be accepted as satisfactory evidence of origin for charging the preferential rate of duty:—

I, the undersigned, declare that the contents of this package are the growth or produce, or, if a manufactured article, is to the extent of at least one-fourth of its present value *bona fide* the manufacture of (empire country of origin).

14. The regulations made by the Governor in Executive Council on the 24th April, 16th August, and 23rd October, 1913, are hereby repealed.

15. These regulations shall come into force on the 11th day of November, 1920.

SCHEDULE A.

FORM OF CERTIFICATE OF ORIGIN FOR GOODS IN RESPECT OF WHICH A REDUCTION OF DUTY IS CLAIMED UNDER THE CUSTOMS DUTIES ORDINANCE No. 40 OF 1920, AS BEING THE GROWTH OR PRODUCE OF THE BRITISH EMPIRE.

(1) Insert the word partner, manager, chief clerk or principal official, giving rank, as the case may be, unless the person giving the certificate is the sole proprietor of the business, when the words in brackets may be omitted.

(2) Insert the word grower, producer or supplier, as the case may be.

(3) Country of origin.

(4) The words in brackets may be omitted when the grower, producer or supplier is not himself or by his agent the actual exporter, provided that in such a case the exporter gives the supplementary certificate endorsed hereon.

(5) Port of ultimate destination.

(6) Delete in case of goods shiped direct.

(7) Address.

(8) To be filled up when the certificate is not given by the actual grower or producer.

I..... hereby certify that I am ((1) ..... of .....) the (2) ..... of the articles included in this certificate ((1) and that I am duly authorized to make and sign this certificate on behalf of the said .....).

I have the means of knowing, and I do hereby certify that the merchandise designated below is of (3) ....growth or produce (4) (which merchandise is to be shipped to (5).....*via* (6)..... consigned to .....merchant at (7).....).

(4) (Port of shipment.....)

Number and Description of Packages.	Marks and Numbers.	Weight or Quantity.	Total Value.	Contents.	(8) Name of Grower or Producer.

.....Signature.

Dated at.....this.....day of.....19....

SUPPLEMENTARY CERTIFICATE TO BE GIVEN BY THE EXPORTER IN CASES WHERE THE GROWER, PRODUCER OR SUPPLIER OF THE GOODS ABOVE SPECIFIED IS NOT HIMSELF OR BY HIS AGENT THE ACTUAL EXPORTER AND IS NOT IN A POSITION TO FURNISH THE PARTICULARS OF SHIPMENT, ETC. (See Note 4 to main certificate.)

To be endorsed on the main certificate.

(1) Insert the word partner, manager, chief clerk or principal official, giving rank as the case may be, unless the person giving the certificate is the sole proprietor of the business, when the words in brackets may be omitted.
(2) Country of origin.
(3) Delete inappropriate word.
(4) Port of ultimate destination.
(5) Delete in case of goods shipped direct.
(6) Address.

I.....hereby certify that I am ((1) ..... of .....) the exporter(s) of the merchandise specified in the foregoing certificate, (and that I am duly authorized to make and sign this certificate on behalf of the said.....).

I have the means of knowing, and I do hereby certify that the merchandise referred to is of (2)..... growth or produce (3), and that such merchandise is to be shipped to (4).....via (5)..... consigned to.....at (6).....

Port of shipment.....

.....Signature.

Dated at.....this.....day of.....19....

SCHEDULE B.

FORM OF CERTIFICATE OF ORIGIN FOR GOODS IN RESPECT OF WHICH A REDUCTION OF DUTY IS CLAIMED UNDER THE CUSTOMS DUTIES ORDINANCE No. 40 OF 1920, AS BEING THE MANUFACTURE OF THE BRITISH EMPIRE.

(1) Insert the word partner, manager, chief clerk or principal official giving rank as the case may be, unless the person giving the certificate is the sole proprietor of the business, when the words in brackets may be omitted.
(2) Country of manufacture.
(3) The words in brackets may be omitted where the manufatcurer is not himself or by his agent the actual exporter, provided that in such a case the exporter gives the supplementary certificate endorsed hereon.
(4) Port of ultimate destination.
(5) Delete in case of goods shipped direct.
(6) Address.

I.....hereby certify that I am ((1) ..... of .....) the manufacturer(s) of the articles included in this certificate (and that I am duly authorized to make and sign this certificate on behalf of the said manufacturer(s).

I have the means of knowing, and I do hereby certify that the merchandise designated below is of (2)..... .....manufacture, (3) (which merchandise is to be shipped to (4)..... *via* (5) ..... consigned to.....merchant at (6) .....) Further, I have the means of knowing, and I do hereby certify that of the total value of each and every manufactured article covered by this certificate in its finished condition not less than 25 per cent is the result of labour within the British Empire.

(3) Port of shipment .....)

Number and Description of Packages.	Marks and Numbers.	Weight or Quantity.	Total Value.	Contents.

..... Signature.

Dated at.....this..... day of.....19....

SUPPLEMENTARY CERTIFICATE TO BE GIVEN BY THE EXPORTER IN CASES WHERE THE MANUFACTURER OF THE GOODS ABOVE SPECIFIED IS NOT HIMSELF OR BY HIS AGENT THE ACTUAL EXPORTER, AND IS NOT IN A POSITION TO GIVE THE PARTICULARS OF SHIPMENT, ETC. (See Note 3 to main certificate.)

To be endorsed on the main certificate.

(1) Insert the word partner, manager, chief clerk or principal official, giving rank as the case may be.

(2) Country of manufacture.

(3) Port of ultimate destination.

(4) Delete in case of goods shipped direct.

I .....hereby certify that I am (1) ..... of ..... the exporter(s) of the merchandise specified in the foregoing certificate, and that I am duly authorized to make and sign this certificate on behalf of the said.....

I have the means of knowing, and I do hereby certify that the merchandise referred to is of (2)..... manufacture, and that such merchandise is to be shipped to (3) ..... *via* (4) ..... consigned to ..... at (5) .....

Port of shipment.....

.....Signature.

(5) Address.

Dated at.....this.....day of.....19....

(The above regulations, so far as Trinidad and Tobago are cencerned, supersede those given in *Weekly Bulletin* No. 879, page 1660).

COMMERCIAL AND FISCAL NOTES FROM JAPAN

TRADE COMMISSIONER A. E. BRYAN

Japan has Record Rice Crop

Yokohama, November 15, 1920.—The Department of Agriculture have just published the official forecast of this year's rice crop, and there seems to be no doubt that the yield will create a record for Japan.

The harvest of rice this season will, it is said, amount to 62,148,936 koku which is an increase of 10·7 per cent or 6,020,802 koku over the average crop taken in the last seven years, and is 2·2 per cent more than was grown last year (1919).

As a result of the plentiful supply this year, the wholesale prices for same have fallen considerably, while a series of declines have been registered on the Tokyo Exchange. The prices last week on the exchange were as follows:—

November	Yen 26.78 per koku
December	" 27.39 " "
January	" 26.45 " "

(One koku=4.5 bushels).

This is a big drop compared with the prices ruling in April when the peak of yen 64·50 was reached. Retail prices which were up to 62 sen per sho are now down to 50 sen, but lower prices are yet looked for to correspond more to same percentage of reduction as wholesale figures have recorded.

Below the rice crops of the last twelve years are given to show the comparative position of the present year:—

Years.	Koku	Years.	Koku
1909	52,437,662	1916	58,442,386
1910	46,633,376	1917	54,568,067
1911	51,712,433	1918	54,699,087
1912	50,222,509	1919	60,818,163
1913	50,255,267	1920	62,148,936
1914	57,006,541	Average	56,128,134
1915	55,924,590		

(Sen=about ½ cent, sho=1·6 quarts.)

Government may Build Granaries

The food supply of this country has long been a very difficult problem, the solution of which has not as yet been solved satisfactorily. Under present conditions

Japan is practically at the mercy of the rice harvest. If there is a poor crop, then prices will be very high and foreign grown rice must be imported, much to the dislike of Japanese tastes, as explained in previous reports.

It is said that the Government is now considering the establishment of public rice granaries throughout the country where in good seasons 12,000,000 to 16,000,000 bushels of rice might be stored to alleviate any shortage that might be experienced in the next year. There is, however, considerable opposition to the scheme by certain members of the Government so that it is problematical as yet whether the plans will be carried through in their entirety.

Duty may be Taken Off Principal Foodstuffs

The Extraordinary Financial Commissioner has announced that he is going to introduce a measure at the coming Diet, to take off all import duties on the following foodstuffs: Rice, sugar, wheat, salt, condensed milk, meat and eggs.

Another Japanese Bank Closes

The Agricultural and Industrial Savings Bank of Tokyo yesterday announced the suspension of payments until the 27th of the month. For several days past rumours have been current that the bank was in difficulties with the result that there was a "run" and many of the depositors withdrew their savings.

It is said that negotiations are now being carried on with other leading banks and that the bank will probably be able through the help received from them to "carry on" and tide over its difficulties. The capital of this bank is yen 1,000 000 and it has many branches throughout the country.

Fish Experimental Work

The Department of Fisheries in Tokyo is planning to spend yen 150,000 in experimental work in the fisheries, and in instructing Japanese fishermen, (of whom there are over 1,000,000 permanent employees), in improved methods of fishing. Although Japan is one of the most important fish producing countries of the world, her methods of harvesting the fish are in a great many ways out of date. It is hoped therefore to teach new methods and the use of new fishing apparatus and thus make Japan's fishing industry even more prosperous than it is at present.

The Caustic Soda Industry

As is the case with all chemicals, the caustic soda market in Japan is at present very quiet. The annual demand for this commodity ranges from 35,000 to 40,000 tons. The domestic production amounts to about 15,000 tons. The balance is imported, chiefly from England while the United States filled in during the war. The present market price rules at 7 sen per pound, while the cost of manufacture here is said to be 8 sen per pound. As a result of the economic depression at present, all manufacturers have curtailed production. There are altogether some thirteen firms making caustic soda in Japan, some of which are very small, but the total output during the first half of this year was as under:—

	Pounds.		Pounds.
January	2,162,498	April	1,843,236
February	2,019,192	May	1,811,301
March	2,156,571	June	1,711,495

The imports of caustic soda for 1917, 1918, and 1919 and the countries of origin are as follows:—

Country of Origin	1917 Picul	1918 Picul	1919 Picul
China	.....	77	—
Great Britain	4,565	5,972	136,007
France	.....	.....	220
United States of America	357,249	113,586	464,632
Canada	.....	3,974	—

(Picul=133 lbs.)

OTHER CHEMICALS

Soda ash at present is also out of demand at 5½ sen per pound, bichromate of potash is offered at yen 45, and bichromate of soda at yen 39 per 100 pounds. Potassium muriate stands at yen 32.50 per 112 pounds.

Acids are not much in demand: sulphuric—66 per cent—being sold at yen 10 and 95 per cent at yen 8 per 200 pounds. Nitric acid brings yen 13 per 100 pounds.

Rosin now calls for yen 12·80 per 100 pounds, and sulphate of copper had advanced to yen 28 per picul.

More Changes in the Korean Tariff

With further reference to the tariff which was fully dealt with in *Weekly Bulletin* 877, page 1533, the Government of Korea have just announced several changes.

The most important item to be noted as far as Canada is concerned is that the import of containers to be used in export cargo will be admitted free of duty. Under this heading the list of such containers is given as follows:—

Bottles for soft drinks, barrels for beer, jars and bottles for sulphuric acid, compressed oxygen tubes made of iron or steel, flour or Portland cement bags or salts made from cotton or jute; iron drums for oils, acids, or molasses, mat sacks for sugar, and wooden barrels for coal tar.

Other provisions which do not affect Canada so much are as under:—

(1) Drawbacks are to be granted on raw materials imported into Korea for the manufacture of *leather goods* and *cigarettes*.

The rate of drawback on leaf tobacco is 20 per cent *ad valorem*. The rate on tanned hides, horse skins, buffalo skins, sheep skins and goat skins is 20 per cent *ad valorem*. The same rate is also granted on imported dyed, painted or coloured leathers. On sole leathers the rate of drawback allowed is yen 12·50 per picul. On Indian Red leathers the rate is yen 9·50 per picul.

(2) Export duties are to be levied on all clothes, hats, caps, socks, mosquito nets, towellings, handkerchiefs, tablecloths, curtains and bed coverings, with the exception of used articles.

(3) Textiles exported for bleaching, printing or dying purposes are exempted from export duties, providing that applications are made previously for exemption of duties stating when and where the finished goods are to be reimported.

Japan will Allow Free Import of Live Stock for Breeding Purposes

The Minister of Finance has just announced that certain bodies or unions of live stock men are now privileged to import free of duty live stock for the improvement of breeding in Japan. The Government is doing everything to encourage the live stock trade and the animals thus imported must be used for breeding purposes. The list of animals which can be imported under this decree are—horses, cows and oxen, sheep, goats, pigs, rabbits, dogs, fowls, turkeys, geese, ducks, pigeons, pheasants, bees, foxes, black ermines and minxes.

Applications for import of horses must be addressed to the Minister of War, while licenses for import of all other animals will be given by the Minister of Agriculture and Commerce.

DYESTUFF INDUSTRY OF JAPAN.

Recent advices from Tokio state, says the *New York Commercial*, that the Japanese dyestuff industry cannot successfully compete with American or German manufactures even with the new import duty of 35 per cent, because of the lack of technical skill in the commercial production of dyes and the lack of a domestic supply of intermediates.

COMMERCIAL NOTES FROM ARGENTINA

Trade Commissioner B. S. Webb

British Columbia Trade with Argentina: New Steamship Connection

Buenos Aires, October 30, 1920.—Efforts made to develop British Columbia trade with Argentina have up to now met with a serious obstacle in the shape of transport difficulties; there has been no direct steamship connection and the cost of transcontinental railway haulage has usually proved prohibitive. The announcement of the establishment of the Pacific-Argentine-Brazil Line should therefore be a matter of considerable interest to British Columbia exporters. On inquiry from the local agents of the line it is learned that it is intended to maintain regular monthly sailings from United States Pacific ports. The steamers are at present coming via the Magellan straits, and it is intended that they shall return via the straits and the Panama canal alternately. The first vessel, the ss. *Pallas*, left San Francisco on June 28, arrived at Bahia Blanca on July 31, and proceeded to Buenos Aires to discharge. From Buenos Aires she was loaded for San Pedro (California) and San Francisco, also taking cargo for Portland (Oregon). The ss. *West Torannus* left Puget Sound for Montevideo on July 27, arriving here at the end of August; she returned by the Magellan straits, taking cargo for Punta Arenas, Valparaiso, Callao, Seattle, and San Francisco. The ss. *Rotarian* is now in port, and is advertised to return via the Panama canal. The steamers of the line are sailing under the United States flag and are operated under the United States Shipping Board, and at the present moment it seems unlikely that the owners of the line can be induced to call at Vancouver, but British Columbia exporters should be able to route shipments via Seattle at rates far more economical than can be obtained on the transcontinental route. Some inquiries for British Columbia apples have recently been received, and although perhaps it may be somewhat late in the season for exporters to do anything this year, the possibilities of entering this market next year should be worth investigation.

Market for Douglas Fir in Argentina

Douglas fir has been much in evidence in Argentina lately, samples of the lumber having been displayed at the annual exhibition of the Argentine Rural Society. The exhibition, consisting of a kiosk constructed of the lumber and containing samples in the various finishes inside, was made by a lumber merchant who is reported to have a large stock on hand. Douglas fir has never been properly appreciated in Argentina —in fact there appears to be a strong prejudice against it amongst lumber merchants, which may have been created by the arrival several years ago of some shipments of lumber which was not properly seasoned. The opinion of lumber merchants who have been consulted is that Douglas fir at present can only be sold here when the price of pitch-pine is high enough to allow Douglas fir to be sold at an advantage of from 5 per cent to 10 per cent in price. It is possible that the trade in general can be induced to accept Douglas fir if, on further acquaintance, they find it to be a satisfactory lumber for use in Argentina, but a number of shipments of carefully selected and well-seasoned lumber must be distributed before it can become favourably known. A large lumber merchant advises that he has been importing Douglas fir heavily, but on account of scant measurements the timber is not liked by his country customers. He further states that he is encountering opposition from all retailers, but notwithstanding this, he is pushing the sale of the lumber with energy.

Argentine Produce for Canada

From time to time inquiries are received at this office from Canadian consumers of Argentine produce stating that they have hitherto obtained their supplies through

New York brokers, but that they anticipated a better market if they could be placed in more direct touch with the source of supply in Argentina. The material advantage to be expected from direct importation can only properly be appreciated by the interested parties and probably vary in individual cases. There can be no doubt, however, that in the aggregate, substantial benefit to Canadian trade and interests must result from the adoption, on the part of manufacturers requiring to import raw material from abroad, of a policy which might be described as "Canadian trade through Canadian channels." In so far as Argentina is concerned it is known that considerable quantities of this Republic's produce enter Canada through agencies located outside the Dominion, and the same is probably true of Brazil and other South American Republics. It is true that until quite recently facilities for direct importation from Argentina were lacking, but to-day conditions in this respect have been modified. Steamers of the Canadian Government Merchant Marine are performing a regular service and will require return cargoes for Canadian ports, whilst a large Canadian bank with branches all over South America is in a position to lend assistance to Canadian consumers desiring to import from Argentina direct. Argentine produce exporters on this side, are always prepared to buy and ship produce against a bank's letter of credit. In order to make the situation clear concerning Argentina, a list of all the items of produce shipped to Canadian and United States ports during the past three months has been prepared and is reproduced below. A glance over the list will show that many of the commodities listed are used in connection with Canadian industries. It is known that Argentine nutria skins are employed in Canada in the making of hats, hair is used for brush making, broomcorn for brooms, horns for brush handles, and casein for paper making and other purposes, hides and skins, quebracho and quebracho extract are required for the tanneries, and casings and animal black have been imported for use in several industries, whilst cheese, maize, birdseed and sun-flower seed have been imported for consumption.

SHIPMENT OF ARGENTINE PRODUCE TO NORTH AMERICAN PORTS FROM JULY 1 TO SEPTEMBER 30, 1920

Packing House Products

Beef, frozen	5,506 carcases	Lamb, frozen	117,369 carcases
Beef, corned	2,250 cases	Meat, preserved	500 cases
Beef, powder	690 cases	Meats, fancy	220 cases
Beef, boned	111 tierces	Meat extract	10,959 cases
Beef cuts	2,368 bundles	Premier Jus	1,204 cases
Chitterlings	551 tons	Pork	61 cases
"	594 bundles	"	4,269 carcases
"	81 cases	Tongues	1,602 cases
Fowls, frozen	427 bundles		

Packing House By-products

Tripe, salted	482 casks	Glycerine	1 case
Bones	14,011 tons	Glue	199 tons
Bone ash	51 tons	Hair	343 bales
Casings, salted	626 casks	Horns	524 tons
Casings, dried	20 cases	Hoofs	780 bales
Cracklings	1,766 casks	"	151 tons
Fat	5 casks	Bone black	36 tons
Fleshings, dried	35 bundles	Animal black	210 tons
Glycerine	38 drums	Sweetbreads	6 cases

Hides and Skins

Calfskins, dried	1,200 skins	Nutria skins	5 cases
Goatskins	105 bales	" "	4 bales
Hides, salted ox	150,830 hides	Sheepskins	420 bales
Hides, salted	160,210 hides	Skins, pickled	1,935 casks
Hides, dried ox	30,071 hides	Coats, fur	20 cases
Hides, dried	1,025 bales	Wild beast skins	3 cases
Hides, tanned	12 cases	Feathers	18 cases
Hareskins	15 bales	Sheepskins, pickled	382 casks
Kidskins	26 bales		

SHIPMENT OF ARGENTINE PRODUCE TO NORTH AMERICAN PORTS, ETC.—*Concluded*

Dairy Products

Butter	44,584 cases	Dairy products	38 bundles
Casein	235 tons	Eggs	700 cases
Cheese	14,939 cases		

Agricultural Products

Beans	50 tons	Pollards	3 cases
Birdseed	155 tons		1,015 tons
Bran	1,015 tons	Quebracho extract	10,154 tons
Broom corn	4 bales	Quebracho logs	5,416 tons
Honey	86 casks	Sugar	3,701 tons
Jam	15 cases	Sunflower seed	32 tons
Jellies	15 cases	Hard wood	2,475 tons
Linseed tow	84 bales		

THE PORT OF GUAYAQUIL, ECUADOR

Guayaquil, or Santiago de Guayaquil, capital of the Province of Guayas and chief seaport of Ecuador, is situated on the west shore of the Guayas River at the head of the Gulf of Guayaquil. The site is low lying and unhealthy and the water supply bad. Most of the buying for the Republic of Ecuator is done at Guayaquil. It is a good market for drugs, light hardware, flour, electrical and plumbers' supplies. The chief exports are rubber, cacao, quinine, gold, silver and hides. The harbour is good and is protected by a breakwater and it is visited by three European lines of steamships besides others plying in the Pacific trade. In 1918 160 steamers cleared with an aggregate tonnage of 195,958. The city has a number of shipyards and ranks among the best on the Pacific coast of South America. There are manufactures of food products, mineral waters, chocolate, liquors, alcohol, soap, candles, hats. Population (1919), 93,851.

On the front page of this number of the *Weekly Bulletin* there appears an illustration of the water front at Guayaquil.

IMPORT OF ARTICLES OF LUXURY INTO NORWAY

With reference to recent regulations prohibiting import of articles of luxury into Norway, the Royal Consulate General of Norway is in receipt of a cablegram from the Foreign Ministry, Norway, to the effect that Christmas presents will be exempt from these import restrictions. The cablegram states:—

"Christmas presents assured dispensation from import regulations on application from Norwegian addresses."

NEW AUSTRALIAN REGULATION REGARDING RATE OF EXCHANGE

Mr. Mark Sheldon, Commissioner of the Commonwealth of Australia, 61 Broadway, New York City, writes as follows:—

"General Order No. 643 of the Australian Department of Trade and Customs provided, in connection with importations of goods from countries which have adopted the gold standard, that the rate of exchange was to be taken (regardless of the invoiced or bank rate of exchange) in accordance with the mintage par rate. Thus, hitherto, importations from Canada have been dealt with, for duty purposes, on an exchange rate of 4·86⅔ to £1 sterling. Official advice has just been received by cable from Australia that this practice of the Department of Trade and Customs has been overruled in the Courts, and that consequently the above mentioned general order has been cancelled. Importations into Australia from all countries will in future be dealt with, for duty purposes, on the basis of the bank rate of exchange current at date of shipment."

FOREIGN EXCHANGE QUOTATIONS FOR THE WEEK ENDING DECEMBER 15

The Foreign Exchange Department of the Bank of Montreal has furnished the following statement of the nominal closing quotations for all the principal exchanges for the week ending December 15. Those for the week ending December 8 are also given for the sake of comparison.

		Parity.	Week ending December 8, 1920.	Week ending December 15, 1920.
Britain	1.00	$4.86	3.984	4.085
France	1.	.193	.068	.069
Italy	1.	.193	.041	.040
Holland	1.	.402	.353	.365
Belgium	1.	.193	.072	.073
Spain	1.	.193	.147	.153
Portugal	1.	1.08	.126	.114
Switzerland	1.	.193	.180	.181
Germany	1.	.238	.015	.015
Greece	1.	.193	.091	.087
Norway	1.	.268	.170	.173
Sweden	1.	.268	.223	.230
Denmark	1.	.268	.172	.180
Japan	1.	.498	.578	.586
India	1.	.342	.306	.300
United States	1.	1.00	1.15⅜	1.17⅜
Argentina	1.	.965	.931	.931
Brazil	1.	.546	.194	.178
Roumania	1.	.193	.017	.016
Jamaica	1.	4.86	3.994	4.07
Barbados	1.	1.	.83⅜	.850
British Guiana	1.	1.	.83⅜	.850
Trinidad	1.	1.	.83⅜	.850
Dominica	1.	1.	.83⅜	.850
Grenada	1.	1.	.83⅜	.850
St. Kitts	1.	1.	.83⅜	.850
St. Lucia	1.	1.	.83⅜	.850
St. Vincent	1.	1.	.83⅜	.850
Tobago	1.	1.	.83⅜	.850

SUGGESTIONS TO CANADIAN EXPORTERS REGARDING SHIPMENTS TO JAMAICA

The Vancouver Board of Trade has transmitted to the Department of Trade and Commerce a letter which has been received from the Canadian Suppliers Association of Kingston, Jamaica, in which the following suggestions are made to Canadian exporters regarding shipments to that colony:—

(1) Shippers must pay particular *attention* to shipping instructions.

(2) Invoices and bills of lading must be mailed in time to reach their customers before the arrival of goods—otherwise trouble is caused, much to the annoyance, delay and dissatisfaction of importers.

(3) Terms of sale should be absolutely adhered to, and if possible, conform to those of the United States and other countries. United States shippers usually give 30 to 90 days sight draft, documents to be delivered on acceptance of draft. The delivery of documents on acceptance is in dispute by the banks here, but in most cases they comply. The large importers are in a position financially to meet any obligations they may incur, and in many cases will retire their draft before due day if they consider the exchange favourable.

(3) *Catalogues and Parcel Post.*—Pressure should be brought to bear on the Government to have the mail service improved—it takes sometimes two to three months before catalogues are received, unless sent via New York, paying extra postage and marked via *New York*. In several instances the Canadian Suppliers Company state that they have lost business by not receiving catalogues.

(4) It is very important that in orders received by shippers or manufacturers, the date of delivery promised on acceptance of order should be lived up to, and if a delay is unavoidable, a letter explaining the cause should invariably be sent, and that promptly.

TRADE INQUIRIES FOR CANADIAN PRODUCTS

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "The Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa," or The Secretary of the Canadian Manufacturers' Association, Toronto, Montreal, Winnipeg, Amherst, N.S., and Vancouver, or The Secretary of the Board of Trade at Toronto, Hamilton, Kingston, Brandon, Halifax, Montreal, Quebec, St. John, Sherbrooke, Vancouver, Victoria, Winnipeg, Edmonton, Calgary, Moosejaw, Saskatoon, Sault Ste. Marie, Fort William, Port Arthur, Moncton, Regina, New Westminster B.C., Sydney (Cape Breton), Guelph, Peterborough, Brantford, St. Mary's, Ont., Chambre de Commerce de Montreal, The London, Ont., Chamber of Commerce, The Stratford Chamber of Commerce, The Border Chamber of Commerce, Windsor, Ont., and Kitchener Manufacturers' Association.

Foodstuffs

2582. **Confectionery, canned goods, etc.**—An importer and general agent in Belfast wishes to secure the agency of Canadian manufacturers of confectionery, chocolate, and sugar; and packers of canned fruit, canned salmon, etc.

2583. **Foodstuffs, canned goods, etc.**—A London firm wish to effect connections with Canadian producers of the following lines for shipment to the United Kingdom and Europe, and would be glad to receive quotations c.i.f. United Kingdom and continental ports, and full range of samples from packers interested: flour, macaroni, corn starch, condensed and evaporated milk, and all kinds of canned goods, especially fruits in syrups; also evaporated apples and other fruits and lard.

2584. **Potato starch.**—A Manchester firm are open to import potato starch, packed in bags containing 140 pounds. Prices must be c.i.f. Manchester.

2585. **Maize starch.**—A Manchester firm are in a position to import large quantities of pearl and powder maize starch. Prices should be c.i.f. Manchester, and the starch should be packed in bags containing 140 pounds.

2586. **Alimentary products.**—A Belgian firm desire offers of lard, beef fat, cornbeef, in 100-ton lots, stating specifications and best terms.

2587. **Dried codfish.**—A Liverpool firm ask to be placed in touch with exporters of the above.

2588. **Canned salmon.**—A Liverpool firm are in the market for 10,000 cases of canned salmon, red cohoe and pinks.

Wood Products and Building Material

2589. **Orange boxes.**—The London, England, branch of a South African bank have been requested by several of their clients in South Africa to endeavour to make arrangements for the regular supply from Canada of box shooks for orange cases, and invite quotations by cable for 10,000 to 20,000 cases according to the following specifications:—

Parts	Length in.	Width in.	Thickness in.
3 pieces	11⅞	11½	1
4 pieces	26	5½	¼
4 pieces	26	5¾	¾
2 cleats	11	1	½

Wood to be the usual quality of pine or other white wood, and the cases to be made up in shooks, bound with wire. Owing to Government regulations, it is necessary that the various pieces are cut to exact size. Quotations to be c.i.f. Cape Town, and date of delivery to be stated.

2590. **Doors and dowels.**—A manufacturers' agency in London, England, comprised of business men who served in the Canadian army during the war, have already secured agencies for a number of Canadian lines and desire to arrange to represent manufacturers of doors and dowels. They ask for sole selling rights in the United Kingdom, and are in touch with importers in the United Kingdom who will give very large orders if satisfactory prices can be arranged.

2591. **Timbers, doors, mouldings, plywood, etc.**—A firm of importers of timbers, doors, mouldings, plywood, etc., in Dunedin, N.Z., would like to get into communication with a firm of lumber exporters in Eastern Canada who are in a position to ship from Montreal or St. John. The following are the principal lines required: pine and spruce in planks, select and merchantable quality 12 by 2, 12 by 3, 9 by 2, and 9 by 3; doors and materials for making sashes and mouldings; 3-ply veneer in first and second quality in sheets 72 by 36 and 60 by 36, $\frac{1}{8}$-inch and $\frac{3}{16}$-inch thick, suitable for dado panelling; single-ply veneer for drawer bottoms. If possible, let the exporter quote for the above lines and state the rate of freight from port of shipment to Dunedin. The New Zealand Shipping Company can give this information. We also require laths for plastering, 4 feet 6 inches long, $1\frac{1}{4}$ inch wide, and $\frac{1}{4}$ inch thick.

2592. **Building material.**—An importer of building material in Rhodesia requests catalogues and price lists on all lines of building material.

2593. **Beaver board.**—A Nottingham firm are prepared to consider offers of beaver boards.

Metals, Machinery, and Hardware

2594. **Bright nuts and bolts.**—A Manchester firm inquire for manufacturers of bright nuts and bolts who are in a position to export. Samples and prices are requested.

2595. **Colliery rails and tubs.**—A Manchester firm are open to consider offers of colliery rails and tubs.

2596. **Castings.**—A Manchester firm are in the market for malleable iron and steel castings.

2597. **Gasolene farm engines.**—A Japanese firm of agricultural implement importers in the Hokkaide are anxious to hear from Canadian manufacturers of gasolene engines. The firm is at present importing from the United States, but would be glad to give preference to Canadian manufacturers. The size most in demand is the 1½-horse-power model with magneto ignition, adaptable either to gasolene or kerosene, but all sizes up to 8 or 10 horse-power are imported. Catalogues and c.i.f. prices are requested immediately.

Minerals, Paints and Varnishes

2598. **Asbestos.**—A British subject, established in Spain for over thirty years, at present manager for an important British association, and who has been connected with several substantial undertakings, desires to secure the exclusive agency for Spain and Portugal for exclusive selling rights for an important asbestos manufacturing firm in Canada.

2599. **Barytes, lithophone, etc.**—A reliable Glasgow firm with extensive connections desire agencies on commission for raw materials of paints and varnishes. Good references.

2600. **Asbestos.**—A Nottingham firm are open to consider offers of fibre and sheet asbestos, washers and packings.

2601. **Graphite.**—A Nottingham firm would like to receive prices and samples of any Canadian graphite that may be on offer.

2602. **Paints and varnishes.**—A firm of merchants and commission agents in Constantinople desire to receive particulars from Canadian exporters of paints and varnishes.

Miscellaneous Products and Representation

2603. **Bottles.**—A London firm buying for the Chinese market wish to get into touch with Canadian manufacturers of glass mineral water bottles.

2604. **Representation in Great Britain and France by Returned Soldier.**—Ex-officer who had special opportunities during the war for making connections in the industrial centres of Great Britain and France seeks employment there. He will consider offers from firms desiring representation in either of the above countries, and solicits an interview. He speaks French and has had a university education. He is prepared to return to Europe at any time.

2605. **Canadian commodities.**—A merchant conducting an exclusively wholesale trade in St. Pierre and Miquelon wishes to represent Canadian exporters of flour, corn meal, whole corn, feeds, tea, coffee, molasses, barrelled beef and pork, canned goods, leather and rubber boots and shoes, tobacco, cotton sheetings, oil clothes, marine and fishery cordage, dry goods, shingles, clapboards, etc.

2606. **Representation in British West Indies.**—An ex-officer of the Canadian Expeditionary Force, whose home is in one of the West Indian islands, would like to get in touch with some large Canadian manufacturer with a view to acting as representative in the West Indian islands and British Guiana. He has personal connections with some of the largest business men in the British West Indies. He served four years overseas.

2607. **Representation in British West Indies.**—The manager of a British mercantile firm which has been established for over a century and has branches in Canada, Australia, New Zealand, and South Africa, proposes to leave Canada for a trip to the West Indies towards the end of January and would like to arrange to represent one or two Canadian firms.

2608. **Natural products.**—A trading company in England, including on its directorate both British and Belgian directors, would like to get into touch with Canadian manufacturers or exporters of Canadian natural products with a view to representing them in the United Kingdom and on the Continent.

2609. **Hosiery, underwear, etc.**—A London manufacturers' agent claiming a connection with the textile trades, who already represents a Canadian manufacturer, wishes to get into touch with Canadian manufacturers of hosiery (silk and artificial silk), underwear (excepting summer ribbed underwear), and similar lines in a position to undertake export trade.

2610-2612. **Leather.**—A firm in Constantinople desire to get in touch with Canadian exporters of leather, soles and uppers, with a view to the resumption of normal trade with that centre.

2613. **Agencies.**—A Cape Province manufacturers' agent is preapred to handle on a commission basis any line of Canadian hardware and iron and steel goods. Canadian inquirers asked to send catalogues, price lists, and samples when possible with first letter covering this inquiry.

2614. **Agencies.**—A Johannesburg firm of importing and commission agents are desirous of taking up Canadian agencies in any proprietary lines or miscellaneous goods. Correspondence invited and samples with prices to include commission on f.o.b. Canadian port price.

OXIDE OF COBALT AND COBALT METAL WANTED IN JAPAN

Mr. A. E. Bryan, Canadian Government Trade Commissioner in Yokohama, Japan, writes that he has received inquiries lately for oxide of Cobalt and Cobalt metal. In order that he may be in a better position to influence this business Mr. Bryan would be glad to have samples both of the Cobalt oxide and Cobalt metal sent to him at Yokohama together with the prices and full particulars regarding packing.

PROPOSED SAILINGS FROM CANADIAN PORTS*

Subject to change without notice

From St. John

To LIVERPOOL.—*Victorian,* C.P.O.S. Line, about December 24; *Empress of France,* C.P.O.S. Line, about December 30; *Canadian Settler,* Canadian Government Merchant Marine, Ltd., about January 6; *Metagama,* C.P.O.S. Line, about January 6.

To LONDON.—*Canadian Raider,* Canadian Government Merchant Marine, Ltd., about December 24; *Grampian,* C.P.O.S. Line, about January 4.

To GLASGOW.—*Pretorian,* C.P.O.S. Line, about January 7.

To AVONMOUTH.—*Bolingbroke,* C.P.O.S. Line, about January 5.

To MANCHESTER.—*Manchester Mariner,* Manchester Liners, about December 25; *Manchester Brigade,* Manchester Liners, about January 8.

To SOUTHAMPTON.—*Sicilian,* C.P.O.S. Line, about January 8; *Scandinavian,* C.P.O.S. Line, about February 12.

To DUBLIN (calling at Cork if sufficient inducement offers).—*Fanad Head,* Head Line, about December 25.

To BELFAST.—*Fanad Head,* Head Line, about December 25.

To PLYMOUTH.—*Manoa,* Fracanda Line (Canada Steamship Lines, general agents), about December 21.

To ANTWERP.—*Sicilian,* C.P.O.S. Line, about January 8; *Scandinavian,* C.P.O.S. Line, about February 12.

To ROTTERDAM.—*Ramore Head,* Head Line, about December 31.

To HAVRE.—*Manoa,* Fracanda Line (Canada Steamship Lines, general agents), about December 21; *Grampian,* C.P.O.S. Line, about January 4.

To BORDEAUX AND BILBAO.—*Mississippi,* Fracanda Line (Canada Steamship Lines, general agents), about December 25.

Lines, general agents), about December 25.

To HAMBURG.—*Ramore Head,* Head Line, about December 31.

To RIO DE JANEIRO, SANTOS, MONTEVIDEO, AND BUENOS AIRES.—*Hyanthes,* Houston Lines, about January 15.

To KARACHI, BOMBAY, COLOMBO, MADRAS, RANGOON, CALCUTTA, SINGAPORE, BATAVIA AND SOERABAYA (via Mediterranean).—*Trevean,* Canadian Government Merchant Marine, Ltd., and British India Steam Navigation Company, Ltd., joint service, about January 10.

To AUSTRALIA AND NEW ZEALAND.—*Canadian Planter,* Canadian Government Merchant Marine, Ltd., about end of January.

To EASTERN AND FAR EASTERN PORTS.—*Hellenes,* Houston Lines, about January 30.

From Halifax

To BRITISH WEST INDIES.—*Chignecto,* Royal Mail Steam Packet Company, about December 24.

To LIVERPOOL.—*Sachem,* Furness, Withy & Co., about December 24; *Canadian Hunter,* Canadian Government Merchant Marine, Ltd., about December 22; *Digby,* Furness, Withy & Co., about December 31 (via Newfoundland).

To MANCHESTER.—*Manchester Corporation,* Manchester Liners, about December 16.

To GLASGOW.—*Canadian Volunteer,* Canadian Government Mechant Marine, Ltd., about January 4.

To BARBADOS, TRINIDAD, AND DEMERARA.—*Canadian Observer,* Canadian Government Merchant Marine, Ltd., about December 22.

**These sailings are not complete, but are compiled from lists of prospective sailings supplied by shipping companies.*

From Vancouver, B.C.

To Australia and New Zealand.—*Niagara,* Canadian-Australasian Royal Mail Line, about January 12; *Wairuna,* Canadian-Australasian Royal Mail Line, middle January.

To London, Liverpool, and Glasgow (via Panama Canal).—*Craftsman,* Harrison Direct Line, about December 25.

To Yokohama, Kobe, Nagasaki, Shanghai, Manila, and Hong Kong.—*Empress of Russia,* C.P.O.S. Line, about January 13; *Empress of Asia,* C.P.O.S. Line, about February 10.

To Yokohama, Kobe, Nagasaki, Shanghai, and Hong Kong.—*Monteagle,* C.P.O.S. Line, about February 1.

To Shanghai, Hong Kong, and Singapore.—*Bessie Dollar,* late December.

To Yokohama, Moji, and Hong Kong.—*Methven,* C.P.O.S. Line, about January 23.

To Yokohama, Kobe, Hong Kong and Manila.—*Ixion,* Blue Funnel Line, about December 20; *Talthybius,* Blue Funnel Line, about January 8.

CANADIAN GOVERNMENT MERCHANT MARINE WEST INDIAN SERVICES

The Canadian Government Merchant Marine announce that the *Canadian Fisher* will inaugurate about the end of January a service between St. John and Nassau (Bahamas), Kingston (Jamaica) and Belize, (British Honduras). Certain of the steamers of this line, it should be noted, have two spare rooms and also a diningroom and smokeroom for the accommodation of a small number of passengers.

HOLLAND-AMERICA LINE SERVICE FROM HAMBURG TO THE PACIFIC COAST OF NORTH AMERICA

Mr. George E. Shortt, Canadian Government Trade Commisisoner in Rotterdam, Holland writes as follows: The Holland-America Line is now operating a six-weekly direct service from Hamburg, Amsterdam, Rotterdam and London to San Francisco, Vancouver, Seattle and Portland via the Panama Canal. The first sailing on this service was made in July last and ships are now leaving this port at intervals of from one month to six weeks. It is the intention of the company to make this a three-weekly service as soon as the other three ships are available. This should prove a big stimulant to the trade between Canada and this country although, according to the Holland-America Line, Canadian exporters have as yet failed to avail themselves of the opportunity.

CEMENT WORKS IN TASMANIA

Preparations for the starting of cement works at Maria Island, east coast of Tasmania, are well advanced, and the company is sending its own engineer to the United Kingdom and America to select the most modern machinery says a Hobart correspondent in the *Times Trade Supplement.* The whole of the plant for the first unit is expected to be delivered on the works within the next 12 months. It is stated by the secretary of the company (the National Portland Cement Company, Limited) that it is proposed to produce from 30,000 to 50,000 tons of cement per year with the first unit, the ultimate objective being 150,000 tons a year, which would be far in advance of the production of any other company in Australia at the present time. It is stated that at the present time cement delivered in Australia from the United Kingdom, the United States, Java or Japan, costs from £13 5s. to £18 a ton.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Gevernment Trade Commissioner, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Belgium.

A. Stuart Bleakney, Canadian Government Trade Commissioner, 1 Rue de Florence, Brussels. *Cable Address, Canadian.*

Brazil.

Ernest Leonard McColl, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rut Goncalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

H. A. Chisholm, Canadian Government Trade Commissioner, 501 and 502, Teniente Rey 11, Havana. Casa de Corres—Apartado 1290. *Cable Address, Cantracom.*

France.

Hercule Barré, Canadian Government Trade Commissioner, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

George E. Shortt, Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, Via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; office 50-B Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Westminister House, Adderly street , Cape Town. *Cable Address, Cantracom.*

South Eastern Europe.

L. D. Wilgress, Canadian Government Trade Commissioner, c/o Canadian Government Trade Commissioner, Via Carlo Cattaneo 2, Milan. *Cable Address, Care Canadian, Milan.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

G. B. Johnson, Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

W. C. Noxon, Director, Overseas Trade Branch of the Department of Trade and Commerce, 1 Regent Street, S.W. 1, Eng. *Cable Address, Canmission.*

United States.

John A. Cooper, Director Dominion Bureau of Information, 1463 Broadway, New York City.

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:
Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:
Valparaiso, British Consul General.

Colombia:
Bogota, British Consul General.

Ecuador:
Quito, British Consul General.
Guayaquil, British Consul.

Egypt:
Alexandria, British Consul General.

France:
Havre, British Consul General.
Marseilles, British Consul General.

India:
Calcutta. Director General of Commercial Intelligence.

Italy:
Genoa, British Consul General.
Milan, British Consul.

Mexico:
Mexico, British Consul General.

Netherlands:
Amsterdam, British Consul.

Panama:
Colon, British Consul.
Panama, British Vice-Consul.

Peru:
Lima, British Vice-Consul.

Portugal:
Lisbon, British Consul.

Spain:
Barcelona, British Consul General.
Madrid, British Consul.

Sweden:
Stockholm, British Consul.

Switzerland:
Geneva, British Consul.

Uruguay:
Monte Video, British Vice-Consul.

Venezuela:
Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 248 St. James Street, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows: H.M. Trade Commissioner: Post Office Box 683, Calcutta, for correspondence: Office address, Allahabad Bank Building, 6 Royal Exchange Place, Calcutta: that of the Commissioner for the Straits Settlements is: Mr. A. F. G. Anderson, H.M. Trade Commissioner, Signapore, Straits Settlements.

LIST OF ACTS ADMINISTERED AND PUBLICATIONS ISSUED BY THE DEPARTMENT OF TRADE AND COMMERCE.

Copyright Act.
Cullers Act.
Electric Light Inspection Act.
Gas Inspection Act.
Gold and Silver Marking Act.
Grain Act.
Inspection and Sale Act.
Lead Bounties Act.
Patent Act.
Petroleum Bounty Act.
Statistics Act.
Trade Mark and Design Act.
Timber Marking Act.
Weights and Measures Inspection Act.
Zinc Bounties Act.

PUBLICATIONS.

Annual Report of the Department of Trade and Commerce.
Annual Report of Board of Grain Commissioners for Canada.
Annual Report re Mail Subsidies and Steamship Subventions.
Chinese Markets for Canadian Products (1919).
Grain Inspection in Canada (1914).
German War and its Relation to Canadian Trade (1914).
Handbook for Export to South America (1915).
List of Licensed Elevators, etc.
Patent Office Record (Weekly).
Report of the Canadian Economic Commission (Siberia), 1919.
Rules and Forms of the Canadian Patent Office.
Rules and Regulations made by Board of Grain Commissioners.
Russian Trade (1916).
Trade of South China (1919).
Trade with China and Japan (1914).
Trading with Spain (1920).
Timber Import Trade of Australia (1917).
Trial Shipments of Wheat from Vancouver via the Panama Canal to the United Kingdom.
Toy Making in Canada (1916).
Weekly Bulletin containing Reports of Trade Commissioners and other Commercial Information.

BUREAU OF STATISTICS PUBLICATIONS.

Annual Report of the Trade of Canada.
Annual Report on the Coal Trade of Canada (1918).
Annual Report on the Grain Trade of Canada.
Beet Sugar Industry (The), (1908).
Canada Year Book (The), (Annual).
Criminal Statistics (Annual).
Directory of the Chemical Industries in Canada (1919).
Monthly Bulletin of Agricultural Statistics.
Monthly Coal Statistics.
Monthly Cold Storage Statistics.
Monthly Report of the Trade of Canada.
Report of the Fifth Census of Canada:
- Vol. I. 1912, Areas and Population by Provinces, Districts and Sub-districts, with introductions, etc. (Out of print.)
- Vol. II, 1913, Religions, Origins, Birthplace, Citizenship etc.
- Vol. III, 1913, Manufactures, 1911.
- Vol. V, 1915, Forest, Fishery, Fur, etc.
- Vol. IV, 1914, Agriculture, 1911 (Out of print.)

Report on the Census of Industry, 1917:
- Part I. Agricultural Statistics.
- Part II. Dairy Factories.
- Part III. Fisheries.
- Part IV. Section I, Lumber, Lath, Shingles, etc.
- Part IV, Section II, Pulp and Paper.
- Other parts in preparation.

Report of Census of Prairie Provinces (Population and Agriculture), 1916.
Report of Conference on Vital Statistics, June, 1918.
Report of Postal Census of Manufactures, 1916.
Special Report on Foreign Born Population.

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VOL. XXV. DECEMBER 27, 1920 No. 882

WEEKLY BULLETIN

DEPARTMENT OF TRADE AND COMMERCE

COMMERCIAL INTELLIGENCE BRANCH

CANADA



Shipping Alongside the Wharves at Ribera Sud, Mouth of Riachuelo River, Buenos Aires.

Published by Authority of the Rt. Hon. Sir George E. Foster, G.C.M.G., P.C.
(Minister of Trade and Commerce)

UNIVERSITY OF TORONTO
DEC 10 1920

OTTAWA
THOMAS MULVEY
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1920

14268—1

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WEEKLY BULLETIN

Issued Every Monday by the Department of Trade and Commerce, Ottawa.

Ottawa | Monday, December 27, 1920 | No. 882

SLIGHT FALL IN THE PRICES OF COMMODITIES IN THE UNITED KINGDOM

TRADE COMMISSIONER HARRISON WATSON

London, December 2, 1920.—In view of the various statements which are being made in the newspapers that a heavy fall in prices has already actually commenced, it is interesting to compare such assertions with the real position as set forth by concrete facts based on an article on commodity prices and index numbers for November, which appeared in the London *Times* of the 1st December.

While it is satisfactory to learn that a reduction is already in progress, the fact that, upon the other hand, the official figures given in the Government *Labour Gazette* showed that the cost of living was never so high as in October, when retail prices of food in the United Kingdom were 191 per cent, and of living generally (including rent, fuel, clothing, etc.) 176 per cent over the figures in 1914, makes one curious to ascertain the cause and nature of the decline in the wholesale prices in November.

Upon analyzing the table published in the *Times,* it will be seen that the main reason for the mean decline is unfortunately not a reduction in the prices of food, nor indeed in all materials, but is almost entirely due to a heavy fall in the prices of several specific articles which have been the subject of excessive speculation—notably cotton, tin, copper, spelter, jute, etc.

While these declines are encouraging in so far that they inevitably herald a reduction in directions which are affected by these particular commodities and indirectly others, it is a moot point to what extent lower prices are to be promptly experienced.

Labour troubles, depressed trade, and the lower purchasing value of the sovereign, combine to prevent the United Kingdom taking advantage of the considerable relief in prices which has already occurred in the United States, but upon the other hand, there are distinct signs of a substantial reduction in the retail prices of many articles of clothing, boots and shoes, and luxuries, and while such offers are being made under a variety of pretexts, the real causes are appreciated as being the unwillingness and inability of the public to buy at the extravagant prices which have been ruling, and the necessity of traders clearing their stocks.

Christmas shopping will probably stem the flow, but in spite of the statements made by manufacturers and others that no considerable decline in prices is possible under present conditions, there is a very general feeling that substantial reductions are in sight, except in the case of certain foodstuffs, of which supplies are still scarce.

As regards *The Times* article, it should be noted that while the index number of food had on the 30th November fallen back to almost the identical figure on which it stood on the 31st December, 1919, the similar index number of materials has dropped from 307·8 to 228·9, and while these results are at great variance, it has enabled the combined index number to show a total decline of practically 40 points.

"Our index number of wholesale prices for November shows the heaviest drop since values began to move downward last May, and for the first time this year the index number is below the corresponding figure last year.

"The total index number for last month is 257·7, as compared with 290·1 in the preceding month and 282·0 in November, 1919. Thus there is a fall on the month of

52·4 points, or 11 per cent. and of 24·3 points, or 9 per cent, as compared with a year ago. In December, 1918, the index number was 239·3, so that the level of prices is still above that ruling in the month succeeding the Armistice.

"Although the fall was most marked in those commodities that stood at relatively high levels, the decline was more general than in recent months. Buying in most markets was conducted with increasing caution, while there was a growing indisposition to hold stocks, with the result that larger supplies came on markets that were unable, or unwilling, to absorb them, unless at a substantial concession in price.

"In materials prices of both cotton and wool declined about 30 per cent, and jute 41 per cent. Among metals lead lost 34 per cent, spelter 24 per cent, tin 22 per cent, and copper 16 per cent, while in iron and steel there was no decided weakness, the quotations for Cleveland pig iron and steel rails being maintained at their high level. Seeds and oils were one of the weakest sections, and among these linseed oil declined 35 per cent. The index number for materials is 228·9, showing a decline on the month of 41·5 points, or 15 per cent.

"The level of food values was also appreciably lower, the index number being 356·6, as against 309·8 in October, though this was due almost entirely to lower prices for cereals and sugar. The Government price of flour was reduced from 86s. per sack to 82s., and prices of foreign wheat by 5s. per quarter of 280 lb. Maize declined from 61s. per qr. to 49s. 6d., and there were substantial falls in barley and oats. Two reductions in the controlled price of refined sugar brought the price of cubes to 84s. per cwt., as compared with 116s. at the end of October, and in the free market West India crystallized fell from 91s. per cwt. to 68s. 6d. Other food values remained practically stationary.

"In the subjoined table are given the wholesale prices ruling at the close of business on November 30 of forty of the principal commodities; also prices at the close of last year, as well as index numbers for the two sections—food and materials—and a total index number based on the prices ruling at the close of 1913.

Commodities	Dec. 31, 1913	Nov. 30, 1920	Dec. 31, 1919
Food—			
Wheat, Eng. Gaz. Av. ..480 lb.	31/1	90/	72/6
" No. 2 N. Manitoba..480 lb.	34/9	108.6	59/–
Maize, La Plata ex ship..480 lb.	24/–	49/6	67/6
Barley, Eng. Gaz. Av..400 lb.	26/2	86.1	105/10
Oats, Eng. Gaz. Av..312 lb.	18/2	48/11	57/2
Flour G.R..280 lb.	26/6	82/–	44/3
Potatoes, English..ton	£3/2/6	£11	£13/10
Rice, No. 2 Burma..cwt.	9/6	44/–	26/–
Tapioca, med. pearl..cwt.	13/–	38/–	35/–
Sugar, Eng. ref. cubes..cwt.	17/9	84/–	72/–
" W. Ind. cryst. (free)..cwt.	15/–	68/6	97/–
Tea, Ind., auctn. avge..lb.	9½d.	1/0½	1/10½
Coffee, Costa Rica, mid..cwt.	69/–	120/–	152/6
Cocoa, Trinidad, mid..cwt.	62/6	76/–	98/–
Beef, English..8 lb.	4/2	10/6	10/–
Mutton, imported..8 lb.	2/10	5/–	7/–
Bacon, Irish..cwt.	75/–	250/–	200/6
Cheese, English, ched..lb.	8¾d.	1/5½	1/5½
Butter, Danish..cwt.	131/6	336/–	252/–
Eggs, English..120	16/–	53/4	50/–
Materials—			
Cotton, Amer. mid..lb.	7.14d.	11.56d.	30.75d.
" Egyptian, f.g.f..lb.	9.90d.	28.50	54.00d.
Wool, gsy. merino, 60's..lb.	10¾d.	21d.	50d.
" med. gsy. crossbd., 46's..lb.	10¾d.	13d.	27d.
Hemp, New Zealand, fair..ton	£24	£55	£54
Jute, first marks, shipmt..ton	£35/10	£44	£65
Rubber, Plantn. sheet..lb.	2/4	1/0¾	2/10½
Copra, Straits, f.m..ton	£30/5	£50/10/–	£63/10
Hides, Eng. Ox, first..lb.	6¾d.	9½d.	16½d.
Linseed oil..ton	£24/15	£48	£108
Petroleum..gal.	8½d.	2/3½	1/9¼
Turpentine..cwt.	32/4½	105/–	158/–
Copper, standd., cash..ton	£65/3/9	£75/7/6	£115/7/6

WHOLESALE PRICES—*Concluded.*

Materials—*Con.*	Dec. 31, 1913	Nov. 20, 1920	Dec. 31, 1919
Tin, standd., cash..ton	£169/10	£207, 15	£341/17/6
Lead, foreign..ton	£18/3/9	£25	£45/11/3
Spelter..ton	£21/11/3	£29/7/6	£56/17/6
Pig iron, Cleve'd. No. 3..ton	50/–	225/–	160/–
Steel rails, heavy..ton	£6/10	£25	£17/15
Coal, lge. steam, export..ton	20/3	115/–	110/–
Coke, blast furnace, home dely..ton	18/6	62/9	48/–
Index number, Food	100	286.6	286.1
Index number, Materials	100	228.9	307.8
Total index number	100	257.7	296.9

DEFECTIVE CANADIAN EGG PACKAGES BEING SENT TO THE UNITED KINGDOM

Trade Commissioner J. Forsyth Smith

Liverpool, December 3, 1920.—Complaints have been received as to the packing of some of the Canadian eggs now coming forward. Cases were seen in which the much appreciated excelsior pad at top and bottom had been replaced by a sheet of newspaper, and in other cases by a mere wisp of excelsior, piling up towards the centre and affording no protection towards the corners and sides. In some cases also the cardboard fillers were quite evidently too light and had been crushed down, defeating their purpose of protecting the contents.

Canadian shippers should realize that, with the gradual return of more normal conditions of supply and of greater competition, it is particularly important that they should maintain the high standard of pack that won such recognition for their product from British buyers during the war.

ELECTRICITY COMMISSIONERS OF VICTORIA, AUSTRALIA, EXTEND TIME FOR RECEIVING TENDERS

A cablegram received from Mr. D. H. Ross, Canadian Government Trade Commissioner in Melbourne, Australia, states that the Electricity Commissioners of the State of Victoria, Australia, have extended the time for receiving tenders for the equipment for the power line from the lignite coal fields to Melbourne until March 31, 1921. The specifications for the requirements of the Electricity Commissioners are numbered from 32 to 46 and have already been sent out to leading Canadian manufacturers who wrote for information. Any manufacturers who have not already received copies of these specifications and drawings that accompany them can receive copies by writing to the Commercial Intelligence Branch of the Department of Trade and Commerce, Ottawa.

CROP ESTIMATES FOR ARGENTINA

A cablegram received from the Canadian Trade Commissioner at Buenos Aires on December 16, 1920, reports the following as the estimated yields in Argentina for the crop season 1920-21: Wheat, 6,070,000 metric tons (223,034,000 bushels); oats, 830,000 metric tons (53,819,000 bushels); flaxseed, 1,400,000 metric tons (55,115,000 bushels). The corresponding final estimates for the season of 1919-20 were: Wheat, 214,142,000 bushels; oats, 53,754,000 bushels; and flaxseed, 42,039,000 bushels.

IMPORTS FROM CANADA INTO THE UNITED KINGDOM IN 1919.

TRADE COMMISSIONER HARRISON WATSON.

London, England, November 12, 1920.—It may fairly be claimed that the year 1919 was the most important year in the history of Canadian export trade.

During the war Canada indeed had supplied vast quantities of ammunition and war materials of various kinds to the Allies, and incidentally thereby spread throughout the world a knowledge of her industrial development, the extent of which had not previously been realized; but almost the whole of the trade, so far as the United Kingdom was concerned, was upon Government account or otherwise affected by war restrictions.

GREAT INCREASE IN IMPORTS OF MANUFACTURED PRODUCTS.

After the Armistice, when the United Kingdom was bare of stocks of all kinds, and altered conditions had rendered it necessary to find new sources of supply of many articles, buyers turned to Canada for manufactured goods which had not previously been shipped from that country for private account, and the year 1919 shows the results of this movement.

For that reason it has been considered desirable to take advantage of the publication of the Annual Statement of Trade of the United Kingdom to prepare a table which furnishes an adequate idea of the scope of this trade, the interest of the subject being the excuse for the length which it attains.

It is only possible to compile such a table with the special assistance of the Board of Customs, because in many items imports from Canada are not shown separately, but included under the description "Other British Possessions"; and indeed the figures arrived at in the case of many items must be inaccurate, because owing to the system in vogue whereby the country whence the goods were received is regarded as the country of origin, quite a number of Canadian products are credited in the British returns to the United States, and alternatively certain imports which are described as Canadian are undoubtedly of United States or other foreign origin which have been transported through Canada.

It will be known in Canada that the sudden but active demand which arose in the Dominion itself for manufactured goods of all kinds severely checked the ability of Canadian manufacturers to export in the autumn many goods for which they eagerly sought overseas customers at the beginning of 1919, and during the ten months which have been necessary to prepare the statistics now issued, this position has continued, while operations have been rendered still more difficult by the heavy fall in the exchange value of the sovereign.

Upon the other hand the rapid restoration of industries in Belgium, Germany and other European countries has enabled them to again invade British markets with manufactured goods of all kinds, which the depreciated currencies of these countries have aided them to offer at prices which in many cases render competition from Canada difficult, if not impossible.

It is certain, however, that 1919 enabled Canada to introduce to Great Britain a very large number of manufactured products, and whereas business in some of them was only due to exceptional circumstances, it is to be anticipated that a permanent footing has been secured for a certain number of them, and the future of this trade will be awaited with interest.

SPECIAL FEATURES OF THE IMPORT TABLES.

Upon reference to the tables themselves, it will be noticed that two lists have been compiled.

In the first are included goods which are regularly supplied by Canada to this country supplemented by articles which have been coming in for several years past,

or if only recently, in considerable quantities. The other comprises items representing new developments or trade in which is upon a small scale or casual.

While a proper idea of the scope and variety of the trade of 1919 can only be obtained by a study of the tables themselves, it seems useful to specially indicate a few outstanding articles in this new Canadian export development.

These include, as regards wholly manufactured goods: Iron and steel products, such as wire rods, wire nails and wire, steel billets, wrought-iron tubing, enamelled ware, implements, lamps and lanterns, razors, hardware, etc., brooms and brushes, glass bottles, hosiery of various kinds, boots and shoes both leather and rubber, gloves, toys, patent and other light leathers, carbide of calcium, white lead, chemicals, newsprint, millboard and pulpboard, rubber tires, chocolates and confectionery (which was a very important movement for a time), and sugar.

War developments in food lines are greatly increased exports of canned meats, fruits and vegetables, cereal specialties such as shredded wheat and rolled oats, and macaroni.

TOTAL TRADE FIGURES FOR 1919.

Although the chief features of the overseas trade of the United Kingdom were fully reviewed last January, before proceeding to the tables themselves it is advantageous to reproduce the full and final figures for 1919, which were as follows:—

Imports	£1,626,156,212
Exports	798,635,376
Re-exports	164,749,301
Total	£2,589,540,889

and to supplement these with the following statistics showing the comparative volume of trade conducted with foreign countries and British possessions:—

	Imports.	Exports.	Re-exports.
Foreign countries	£1,043,585,573	£593,015,062	£155,107,603
British possessions	582,570,639	205,620,314	9,641,698
Totals	£1,626,156,212	£798,635,376	£164,749,301

It is also desirable to state that the value of the goods imported from Canada during the year 1919 was (unrevised) £115,294,740, and while this shows a decrease in comparison with the £124,449,829 of the previous year, this is due to the discontinuance of the heavy shipments of munitions, and there was a very heavy advance in the value of manufactured goods imported by business firms in the United Kingdom.

TABLE SHOWING UNITED KINGDOM TOTAL IMPORTS AND PRINCIPAL COUNTRIES OF ORIGIN OF ITEMS WHICH CANADA SUPPLIES REGULARLY OR SHIPPED IN CONSIDERABLE QUANTITIES IN 1919.

1. *Food, Drink, and Tobacco.*

	1918.		1919.	
	Quantity.	Value.	Quantity.	Value.
Corn and Grain—	Cwts.	£	Cwts.	£
Wheat—				
Total imports	57,947,610	53,097,953	71,443,000	68,422,509
Canada	15,968,700	14,499,776	17,864,900	17,509,324
United States	24,757,610	22,674,274	31,769,300	30,901,414
Argentine	14,389,100	13,253,798	6,819,100	6,813,666
Australia	2,013,700	1,895,057	14,952,700	13,623,692

TABLE SHOWING UNITED KINGDOM TOTAL IMPORTS, ETC.—*Continued*

1. *Food, Drink, and Tobacco—Continued*

Corn and Grain—Con.	1918. Quantity. Cwts.	1918. Value. £	1919. Quantity. Cwts.	1919. Value. £
Barley—				
Total imports	5,025,200	5,426,012	16,643,900	17,836,657
Canada	952,000	1,034,956	4,830,200	4,833,935
United States	4,070,300	4,387,903	10,793,200	11,869,413
Chile	.....	.....	351,300	391,425
Tunis	.....	.....	290,500	336,610
Argentine	.....	.....	221,500	224,172
Oats—				
Total imports	10,982,570	11,529,053	6,711,421	6,723,957
Canada	3,409,700	3,595,951	940,500	903,640
United States	6,009,400	6,253,687	2,956,421	2,982,760
Argentine	1,524,270	1,647,659	2,069,700	2,042,344
British South Africa	.....	.....	156,900	161,349
Chile	39,200	31,750	528,000	573,925
Rye—				
Total imports	1,930,300	1,775,585	933,188	907,096
Canada	182,600	196,088	409,328	392,351
United States	1,747,700	1,579,497	519,910	510,828
Peas, not fresh, other than split—				
Total imports	2,175,237	5,395,232	1,133,391	2,578,935
Canada	50,430	165,201	37,756	88,186
Japan	687,544	2,225,153	541,140	1,402,539
New Zealand	48,940	101,478	171,580	338,093
United States	409,820	1,208,291	83,280	257,597
China	15,220	17,721	155,900	193,289
Australia	41,526	104,151	81,350	158,727
Beans, (not fresh) haricot—				
Total imports	2,214,286	4,970,456	1,088,917	2,182,932
Canada	9,560	35,288	21,434	81,532
British India	1,277,140	2,693,172	698,270	1,236,474
United States	117,070	360,244	151,621	405,243
Madagascar	271,260	779,711	97,354	214,534
France	20	117	64,130	135,558
Maize—				
Total imports	14,490,177	13,678,534	16,860,900	13,722,033
Canada	129,200	115,854	188,600	218,288
Argentine	3,584,000	3,473,760	13,914,800	11,147,631
British South Africa	2,442,600	2,272,329	1,400,700	1,272,295
United States	7,921,277	7,378,615	871,700	681,799
Wheat meal and flour—				
Total imports	26,359,600	35,682,697	17,711,070	25,729,244
Canada	5,564,700	7,671,865	5,566,100	8,122,795
United States	17,963,100	24,029,322	10,274,070	14,923,818
Australia	1,679,100	2,366,294	1,577,000	2,289,891
Shredded wheat—				
Total imports	2,516	14,055	25,258	79,268
Canada	2,516	14,055	19,684	61,859
United States	.....	.....	5,574	17,409
Barley meal and flour—				
Total imports	580,997	770,966	6,953	9,232
Canada	.....	.....	2,000	3,000
United States	572,710	738,578	2,160	2,940
Oatmeal—				
Total imports	885,274	1,426,177	556,757	871,581
Canada	242,924	374,055	219,618	339,629
United States	633,646	1,039,604	332,763	524,747
Groats—				
Total imports	143,763	219,966	2,717	4,296
Canada	2,590	4,091	1,100	1,771
United States	138,533	211,594	617	1,309
Rolled oats—				
Total imports	1,879,392	3,177,678	815,894	1,444,446
Canada	47,344	75,968	161,444	281,083
United States	1,826,569	3,092,992	653,383	1,161,701
Rice flour—				
Total imports	3,430	7,470	6,308	9,125
Canada	.....	.....	5,580	7,912
United States	.....	.....	627	944
Offals, bran and pollard—				
Total imports	47,354	35,781	739,400	611,408
Canada	894	614	330	138
Netherlands	.....	.....	234,570	188,317
Belgium	.....	.....	320,390	261,332

TABLE SHOWING UNITED KINGDOM TOTAL IMPORTS, ETC.—*Continued*

1. *Food, Drink, and Tobacco—Continued*

	1918.		1919.	
	Quantity.	Value.	Quantity.	Value.
Corn and Grain—Con.	Cwts.	£	Cwts.	£
Macaroni—				
Total imports	164,240	831,728	85,229	288,690
Canada	35,516	172,669	23,210	74,822
United States	87,114	463,475	40,542	131,362
Argentine	20,089	91,353	20,167	76,492
Farinaceous preparations, except starch, dextrine, farina or potato flour—				
Total imports	404,012	609,264	299,050	547,088
Canada	4,610	16,873	19,311	52,307
United States	398,448	588,821	275,330	482,510
Meat—				
Bacon—				
Total imports	10,473,562	90,381,595	8,281,198	73,591,919
Canada	1,719,736	14,958,339	2,094,248	18,880,735
United States	8,645,318	74,536,767	5,893,514	52,114,884
China	75,818	605,947	258,271	2,267,944
Beef—Frozen—				
Total imports	7,424,825	35,310,118	6,366,647	30,048,318
Canada	581,298	2,993,604	208,447	1,034,266
Argentine	1,852,807	8,541,522	3,743,916	17,587,450
Australia	547,660	1,969,461	622,318	2,488,184
New Zealand	388,382	1,341,316	424,735	1,771,322
Beef, salted—				
Total imports	14,682	97,811	68,761	452,215
Canada	6	20	11,711	70,272
United States	13,285	88,054	53,768	360,668
Hams—				
Total imports	1,554,943	13,028,626	1,813,154	16,089,697
Canada	110,683	926,349	74,762	653,424
United States	1,419,008	11,903,181	1,718,363	15,264,376
Mutton, frozen—				
Total imports	2,086,148	9,273,646	4,074,956	17,957,556
Canada	.....	.....	6,015	28,749
New Zealand	1,234,005	5,041,073	1,999,444	8,481,441
Argentine	707,250	3,592,080	974,848	4,957,383
Australia	26,163	85,758	758,579	3,008,098
Pork, frozen—				
Total imports	99,654	685,973	136,189	899,957
Canada	.....	.....	820	5,320
Argentine	25,462	157,394	86,800	552,599
United States	67,052	472,969	12,207	81,534
Pork, salted—				
Total imports	11,691	77,511	24,074	175,588
Canada	.....	.....	586	4,372
United States	2,899	19,413	23,083	168,572
Canned Beef—				
Total imports	1,867,653	16,069,557	2,566,378	20,967,431
Canada	13,593	171,829	46,880	424,212
Argentine	1,121,190	9,172,489	1,254,772	9,631,508
Uruguay	365,835	3,217,108	616,610	5,442,514
Australia	68,951	703,671	273,489	2,293,086
Canned meat, other than beef or mutton—				
Total imports	281,292	2,856,634	494,201	5,232,198
Canada	16,641	138,852	28,787	299,150
United States	141,068	1,467,879	206,783	2,571,522
Argentine	46,200	590,167	61,541	820,850
Australia	33,808	271,420	110,304	687,122
Poultry, dead—				
Total imports	34,792	287,073	147,567	1,527,992
Canada	.....	.....	8,177	78,333
United States	19,737	173,437	100,859	1,044,205
China	13,954	104,367	32,413	341,362
Other Food and Drink, Non-dutiable—				
Butter—				
Total imports	1,578,658	19,769,738	1,560,204	19,851,127
Canada	61,971	774,150	33,337	417,588
Australia	540,072	6,722,621	417,371	5,251,176
Denmark	40,327	771,291	290,291	3,947,835
Argentine	313,143	3,797,050	265,675	3,344,213
United States	196,593	2,436,265	216,495	2,746,908
New Zealand	372,572	4,599,166	318,872	3,910,432

TABLE SHOWING UNITED KINGDOM TOTAL IMPORTS, ETC.—*Continued*

1. *Food, Drink, and Tobacco—Continued*

	1918. Quantity.	1918. Value.	1919. Quantity.	1919. Value.
Other Food and Drink, Non-dutiable—Con.	Cwts.	£	Cwts.	£
Cheese—				
Total imports	2,357,103	15,905,858	2,118,250	15,170,620
Canada	1,125,668	7,695,411	647,212	4,894,738
New Zealand	610,655	3,849,695	1,239,553	8,455,199
Australia	47,258	285,525	112,736	830,935
Netherlands	87,896	621,496	79,217	668,289
Eggs—	Gt. Hunds.		Gt. Hunds.	
Total imports	2,656,415	4,621,649	5,644,395	8,613,326
Canada	388,985	666,864	1,476,962	2,230,422
United States	337,345	617,236	1,408,616	2,205,092
Denmark	1,170,535	2,592,033	1,638,067	2,776,116
Egypt	729,807	715,170	758,728	930,674
Fish, fresh unenumerated—	Cwts.		Cwts.	
Total imports	404,514	1,542,432	504,262	1,432,538
Canada	35,383	130,122	32,605	147,705
Deep Sea Fisheries	302,128	1,142,566	288,634	664,725
Denmark	.....	.....	91,514	317,542
Netherlands	1,016	3,448	54,837	165,210
Canned sardines—				
Total imports	442,748	5,142,532	62,502	610,079
Canada	4,276	22,972	5,658	45,750
France	190	2,790	11,552	167,237
Portugal	333,810	4,144,993	37,157	349,098
Canned salmon—				
Total imports	689,373	5,330,230	1,139,642	8,150,254
Canada	181,338	1,258,803	487,402	3,457,516
United States	329,334	2,219,383	475,865	3,047,524
Japan	177,399	1,842,244	167,539	1,586,341
Canned lobsters—				
Total imports	17,489	326,867	33,261	634,395
Canada	16,396	312,027	31,564	601,177
Newfoundland	1,067	14,603	1,370	30,062
Canned fish other than sardines, salmon and lobsters—				
Total imports	301,037	2,664,435	172,709	1,304,202
Canada	1,016	6,992	5,099	21,323
United States	134,419	864,079	75,078	455,753
Cape of Good Hope	22,751	259,468	31,950	309,889
Japan	35,936	486,891	11,698	164,679
Norway	92,613	925,185	36,816	263,724
Fish, all sorts, cured or salted, not canned—				
Total imports	734,368	2,068,877	472,607	1,478,766
Canada	21,559	59,623	11,856	56,164
Denmark (Iceland and Greenland)	91,855 206,955	300,967 723,343	232,162 143,230	657,870 435,321
Norway	285,676	519,583	14,589	55,549
United States	879	5,411	7,473	45,289
Fruit, raw apples—				
Total imports	410,169	903,982	2,967,227	6,245,874
Canada	46,123	114,911	823,212	1,722,714
United States	104,258	255,565	1,635,195	3,715,628
Australia	.....	.....	177,230	368,761
Fruit, raw pears—				
Total imports	2,436	7,731	372,887	844,041
Canada	.....	.....	91	301
Belgium	.....	.....	235,619	393,563
France	1,274	3,145	69,407	268,927
United States	5	23	20,817	81,914
Fruit, dried, other than dates—				
Total imports	27,528	99,362	138,482	514,686
Canada	638	2,584	4,162	19,869
United States	17,320	60,454	94,442	363,019
Australia	2,555	11,925	13,216	50,569
British West India Islands	4,771	12,514	13,709	40,711
Fruit, canned or bottled without sugar—				
Total imports	210,707	481,459	647,639	2,010,031
Canada	12,108	37,832	61,958	136,024
United States	412	1,018	262,539	889,758
Spain	190,722	410,320	273,719	787,957
Netherlands	3,769	16,729	33,509	126,799

TABLE SHOWING UNITED KINGDOM TOTAL IMPORTS, ETC.—*Continued*

1. *Food, Drink, and Tobacco—Continued*

	1918.		1919.	
	Quantity.	Value.	Quantity.	Value.
Other Food and Drink, Non-dutiable—Con.	Cwts.	£	Cwts.	£
Honey—				
Total imports	320,004	2,702,734	173,228	892,988
Canada	3,341	33,798	5,297	35,258
Australia	23,632	201,868	63,273	305,056
United States	142,950	1,135,569	38,099	226,842
British West India Islands	53,953	483,106	27,178	130,624
Hops—				
Total imports	52	210	154,543	2,374,115
Canada	.....	.....	15,827	252,640
United States	16	64	83,400	1,350,925
France	.....	.....	23,704	332,289
Belgium	.....	.....	18,337	235,279
Lard—				
Total imports	2,760,404	21,063,529	2,178,330	18,673,125
Canada	89,493	689,468	79,292	689,393
United States	2,586,187	19,807,472	1,833,685	15,928,266
China	30,946	200,824	158,354	1,209,675
Imitation lard—				
Total imports	26,774	185,037	107,851	796,839
Canada	1,510	10,006	10,192	70,471
United States	25,264	175,031	96,874	721,109
Milk, condensed, not sweetened—				
Total imports	900,696	3,495,768	1,033,385	4,087,178
Canada	64,571	244,249	40,349	151,742
United States	833,142	3,236,029	988,252	3,916,892
Milk powder, not sweetened—				
Total imports	89,084	577,956	115,972	750,944
Canada	5,908	33,683	2,897	17,860
United States	61,210	377,136	62,702	423,782
Netherlands	20,105	149,199	31,814	161,508
Oleomargarine, oleo-oil, and refined tallow—				
Total imports	1,488,099	7,745,735	1,009,744	6,236,596
Canada	40,354	246,402	26,247	170,366
Argentine	882,875	4,273,880	459,672	2,894,636
United States	430,701	2,565,124	207,050	1,478,145
New Zealand	30,086	134,028	112,967	619,894
Sauces or condiments, not sweetened, including table salt—				
Total imports	1,218,548	42,482	1,258,541	59,163
Canada	2,317	1,270	56,457	3,823
United States	187,815	8,046	464,837	20,225
British India	266,371	8,143	323,011	10,985
Italy	85,904	3,613	179,408	7,690
Vegetables, canned, unsweetened—				
Total imports	280,784	1,216,672	1,068,699	2,884,021
Canada	28,330	112,460	140,643	372,128
Italy	140,836	648,198	313,871	1,215,597
France	53,270	255,067	337,312	522,985
United States	32,470	92,420	175,149	431,723
Vinegar and acetic acid, for table use—	Gals.		Gals.	
Total imports	34,439	2,883	149,657	38,331
Canada	.....	.....	30,300	8,375
United States	5,410	523	77,420	22,723
France	19,331	1,818	36,717	5,884
Spirits and strong waters, brandy, in casks—				
Total imports	1,159,277	1,371,497	1,958,784	2,155,560
Canada	.....	.....	1,556	3,740
France	752,582	1,047,858	872,585	1,329,098
Spain	352,540	280,881	908,158	688,409
United States	.....	.....	66,335	44,361
Unenumerated, not sweetened, imported in casks—				
Total imports	823,797	154,268	1,852,485	994,848
Canada	.....	.....	752,072	497,826
United States	163,417	70,334	679,804	431,264
Imported in bottles—				
Total imports	3,155	12,857	11,721	30,621
Canada	1,577	2,047	5,735	6,310
United States	520	9,107	2,622	17,743

TABLE SHOWING UNITED KINGDOM TOTAL IMPORTS, ETC.—*Concluded*

1. *Food, Drink, and Tobacco—Concluded*

	1918.		1919.	
Other Food and Drink, Non-dutiable—Con.	Quantity.	Value.	Quantity.	Value.
Sugar, other than lump and leaves, refined, including sugar candy—	Cwts.		Cwts.	
Total imports	430,284	812,021	9,242,180	19,240,823
Canada	10,891	21,360	1,052,633	2,207,407
United States	105,368	192,926	4,441,647	8,747,364
Netherlands	120,055	226,847	412,859	1,215,613
Sugar, liquid—				
Total imports	169,583	598,908	1,142,688	2,227,298
Canada	11	55	18,488	39,817
United States	169,572	598,853	1,122,420	2,183,653
Cherries, drained—				
Total imports	3,362	27,714	8,912	129,957
Canada	.....	.....	125	2,060
France	3,362	27,714	8,078	116,049
Confectionery, hard—				
Total imports	6,344	105,012	58,213	420,650
Canada	789	1,066	9,788	64,754
United States	5,322	92,596	46,705	339,622
Confectionery, soft (A.B. gums, caramels, chewing gums, jelly beans, Turkish delight—				
Total imports	17,858	407,326	52,839	511,790
Canada	4,147	67,916	8,100	103,882
United States	13,695	339,221	44,428	405,638
Fruit, canned or bottled in thick syrup—				
Total imports	2,201	11,621	5,324	31,725
Canada	1,242	6,383	1,765	7,944
United States	395	1,266	2,538	14,991
France	146	1,214	402	5,443
Australia	301	2,222	422	2,382
Marmalades, jams and fruit jellies—				
Total imports	113,540	375,661	323,675	1,213,215
Canada	814	3,711	6,716	30,190
Australia	92,884	301,413	250,326	941,052
Union of South Africa	11,793	41,733	43,955	162,647
New Zealand	4,947	15,758	18,178	62,714
Milk, condensed, sweetened, whole—				
Total imports	1,397,870	7,524,130	1,964,063	10,926,036
Canada	173,859	905,558	145,495	786,297
United States	1,151,663	6,185,909	1,736,493	9,647,393
Netherlands	35,365	223,241	48,402	306,903
Tobacco—				
Cigars—	lbs.		lbs.	
Total imports	1,192,245	1,623,072	1,670,735	2,177,190
Canada	2,111	1,524	1,595	1,243
Cuba	1,056,843	1,566,201	1,367,066	2,043,064
British West India Islands	44,623	30,223	48,400	29,850
British India	55,945	10,114	119,232	25,173
Cavendish or Negrohead—				
Total imports	791,621	81,107	1,406,151	201,748
Canada	20,657	1,867	378,731	60,863
United States	759,696	78,106	917,719	120,658
Cigarettes—				
Total imports	3,764,127	847,306	4,460,535	1,017,982
Canada	586,938	151,542	1,267,386	252,178
United States	2,919,766	549,485	2,723,083	536,821
Egypt	189,898	126,953	275,945	168,187
Tobacco, unmanufactured, stripped or stemmed—				
Total imports	72,754,031	6,719,022	113,837,387	12,233,248
Canada	87,697	10,648	63,910	9,222
United States	71,842,585	6,626,156	112,782,592	12,118,859
Nyasaland Protectorate	447,727	34,599	518,953	48,851
Tobacco, unmanufactured, unstripped or unstemmed—				
Total imports	98,885,282	8,965,253	235,010,227	25,982,873
Canada	45,337	5,356	75,786	8,686
United States	91,085,268	8,037,589	203,091,625	20,676,028
Turkey	60,585	27,265	5,818,023	1,561,566
Greece	253,437	85,837	2,546,617	851,089
Russia	.....	.....	3,619,877	759,558

II. *Raw Materials and Articles Mainly Unmanufactured.*

	1918.		1919.	
	Quantity.	Value.	Quantity.	Value.
Metals and ores and manufactures thereof—	tons.	£	tons.	£
Iron and steel old (except old rails)—				
Total imports	5,572	24,388	112,123	712,034
Canada	.....	.....	26,030	166,434
Netherlands	1,289	6,769	55,395	357,570
France	2,919	10,413	17,763	102,030
Asbestos, raw—	cwts.		cwts.	
Total imports	397,736	829,038	353,371	686,236
Canada	198,817	413,119	147,087	286,857
Rhodesia	91,075	208,761	123,789	240,232
United States	5,439	7,486	17,334	27,120
Mica—				
Total imports	72,383	676,515	65,866	598,790
Canada	480	8,990	780	12,052
British India	66,401	603,348	59,013	535,271
Argentine	697	12,516	782	9,350
Wood and timber, hewn—				
Fir, pine, spruce, other than pit props or pit wood—	loads.		loads.	
Total imports	14,056	168,230	68,835	878,775
Canada	2,849	32,886	11,879	232,683
United States	8,077	91,837	25,465	371,866
Sweden	2,884	40,842	15,861	152,887
Oak—				
Total imports	12,679	382,563	137,173	2,848,016
Canada	6	400	6,998	167,044
United States	12,613	381,599	120,609	2,421,693
Japan	.....	.....	9,161	251,965
Unenumerated. (Hewn)—				
Total imports	14,136	182,994	9,331	133,677
Canada	2,572	37,638	6,062	91,450
United States	1,095	17,759	936	17,857
Russia	10,469	127,597	1,792	15,473
Sawn or split: fir, pine and spruce—				
Total imports	1,372,779	18,559,917	4,296,639	46,481,444
Canada	141,383	1,694,319	1,101,165	12,536,289
Sweden	734,470	10,065,456	1,489,545	15,181,899
Russia	65,689	626,984	1,014,165	9,069,790
Planed or dressed: fir, pine and spruce—				
Total imports	165,295	2,216,336	272,262	3,201,415
Canada	.....	.....	8,073	82,584
Norway	120,834	1,519,486	131,417	1,530,616
Sweden	43,801	690,250	121,989	1,467,976
Sawn or split, planed or dressed, unenumerated—				
Total imports	37,450	674,998	89,096	1,314,212
Canada	16,748	226,967	46,315	604,985
United States	8,887	268,326	26,018	480,312
Rusisa	4,296	59,839	6,627	81,843
Wool, sheep's or lamb's—	lbs.		lbs.	
Total imports	413,153,747	36,339,476	1,042,899,164	96,888,830
Canada	.....	.....	1,920,278	185,610
Australia	204,756,535	20,104,417	587,557,420	57,522,055
New Zealand	89,298,811	7,450,411	254,196,274	21,898,528
Woollen rags, applicable to other uses than manure, not pulled—	tons.		tons.	
Total imports	9,696	788,114	34,984	2,892,375
Canada	169	21,360	1,096	142,622
United States	1,002	60,624	11,037	1,019,935
France	6,475	514,049	14,320	1,109,357
Flax, dressed or undressed—				
Total imports	22,950	3,660,368	9,996	2,632,419
Canada	.....	.....	225	63,945
Netherlands	597	170,317	2,880	979,625
Russia	21,790	3,381,196	3,868	725,895
Seeds, clover and grass—	cwts.		cwts.	
Total imports	232,799	1,375,897	287,742	1,900,273
Canada	32,329	233,005	17,958	167,555
France	79,137	269,518	93,538	370,792
United States	57,733	397,455	63,388	517,147

II. *Raw Materials and Articles Mainly Unmanufactured—Concluded*

	1918. Quantity.	1918. Value. £	1919. Quantity.	1919. Value. £
Seeds, clover and grass—Con.				
Flax or linseed—	quarters.		quarters.	
Total imports	1,309,631	8,158,170	2,764,559	20,662,835
Canada	12,651	245,543	27,923	540,383
British India	870,060	5,115,123	1,594,767	11,737,891
Argentina	406,452	2,458,836	1,081,023	7,744,217
Tallow (including vegetable), unrefined—	cwts.		cwts.	
Total imports	402,814	1,446,817	1,742,479	7,538,987
Canada	.....	.....	32,810	117,627
New Zealand	42,168	151,493	547,302	2,421,704
Australia	113,668	403,583	480,160	2,008,110
Skins and furs, undressed, unenumerated—	number.		number.	
Total imports	8,940,687	3,193,188	15,980,491	5,078,012
Canada	1,362,681	1,063,195	770,058	1,002,288
United States	5,067,901	1,661,018	4,801,833	2,562,531
Australia	243,448	40,226	1,833,011	339,596
Paper-making materials—				
Pulp of wood, chemical, dry, bleached—	tons.		tons.	
Total imports	16,007	764,619	19,007	702,936
Canada	.....	.....	890	32,354
Norway	15,042	721,378	11,228	437,973
Sweden	757	35,748	4,255	148,052
Pulp of wood, chemical, dry, unbleached—				
Total imports	220,755	8,414,457	386,873	9,717,095
Canada	1,649	65,511	35,061	940,093
Sweden	97,653	3,334,995	270,822	6,645,406
Norway	119,059	4,913,746	64,549	1,734,327
Pulp of wood, mechanical, wet—				
Total imports	109,048	1,346,035	494,787	4,192,987
Canada	.....	.....	98,576	900,492
Norway	108,723	1,341,460	293,525	2,439,150
Sweden	325	4,575	80,965	673,237
Bladders, casings and sausage skins—	lbs.		lbs.	
Total imports	1,199,870	379,296	6,742,757	1,134,510
Canada	402,042	144,242	521,640	114,826
United States	549,849	184,915	3,766,851	770,337
New Zealand	.....	.....	388,993	61,182
Hair, unenumerated (probably hog's)—	Value only.		Value only.	
Total imports	.....	377,979	.....	843,770
Canada	.....	.....	.....	7,930
Belgium	.....	.....	.....	329,360
United States	.....	98,415	.....	214,705
France	.....	233,570	.....	177,253
Hay—	tons.		tons.	
Total imports	677	4,964	2,461	35,235
Canada	124	929	778	11,127
United States	553	4,035	1,672	24,034
Talc—	cwts.		cwts.	
Total imports	303,652	144,022	236,864	125,162
Canada	.....	.....	2,038	1,265
France	268,773	113,900	140,093	71,754
Italy	28,433	25,677	36,218	27,628

III. *Articles Wholly or Mainly Manufactured.*

Metals and ores, and manufactures thereof—				
Iron: Pig, spiegeleisen, ferro-manganese, ferro-silicon—	tons.		tons.	
Total imports	24,992	1,182,095	3,689	111,857
Canada	6,356	350,133	810	20,747
Norway	5,097	322,779	1,757	57,843
United States	11,472	411,964	1,095	32,583
Iron: Wrought, in bars, angles, rods and sections—				
Total imports	15,082	748,612	32,648	847,461
Canada	.....	.....	956	18,299
Sweden	14,980	745,355	10,942	441,496
Belgium	.....	.....	10,728	189,347
United States	102	3,257	9,513	182,709

III. *Articles Wholly or Mainly Manufactured*—Continued

Metals, etc.—Con.	1918. Quantity. Cwts.	1918. Value. £	1919. Quantity. Cwts.	1919. Value. £
Iron or steel: Tubes, pipes, fittings, wrought—				
Total imports	1,291	96,312	13,136	426,944
Canada	77	3,968	2,665	77,195
United States	1,133	84,028	10,226	336,155
Iron or steel pipes and fittings, cast—				
Total imports	498	52,205	1,616	121,666
Canada	.....	.....	178	6,114
United States	193	17,018	1,032	63,727
Switzerland	305	35,187	288	43,006
Wire, including uninsulated electric wire—				
Total imports	20,414	509,785	16,535	477,254
Canada	2,281	76,844	4,650	151,517
United States	18,133	432,724	10,774	294,244
Wire rods—				
Total imports	20,605	527,446	50,840	1,014,367
Canada	1,907	42,062	13,342	230,871
United States	15,992	348,267	29,017	516,654
Sweden	2,706	137,117	4,070	185,986
Wire nails—				
Total imports	26,106	1,107,850	30,461	1,144,089
Canada	9,458	429,257	13,751	493,564
United States	16,622	677,162	14,127	555,618
Nails (other than wire), screws and rivets—				
Total imports	432	38,365	1,793	123,947
Canada	88	2,274	363	24,971
United States	98	9,572	635	47,725
Belgium	.....	.....	449	20,453
Bolts and nuts—				
Total imports	1,259	70,133	5,524	279,700
Canada	26	1,109	233	9,614
United States	1,233	69,024	1,155	262,266
Steel, in bars, angles, shapes, other than girders—				
Total imports	25,598	741,211	38,971	954,647
Canada	159	32,874	682	25,748
United States	24,233	655,649	35,761	824,787
Sweden	993	49,160	756	55,130
Brass, bronze and metal bronzed or lacquered, manufactures of, unenumerated—				
Total imports	3,999	737,249	929	333,110
Canada	1,961	342,051	324	58,877
United States	1,967	342,320	494	210,855
Copper, regulus and precipitate—				
Total imports	21,013	1,764,331	17,327	1,259,697
Canada	8,226	634,969	303	29,900
Spain	8,419	809,433	11,094	893,578
Copper, unwrought, in bars, blocks, slabs, cakes, ingots—				
Total imports	203,317	24,371,059	109,319	11,900,410
Canada	.....	.....	1,497	171,685
United States	130,826	15,866,991	66,673	7,455,658
Australia	21,579	2,533,182	17,040	1,906,718
Copper, part wrought—				
Total imports	626	83,942	5,683	624,296
Canada	.....	.....	247	26,969
United States	529	72,324	4,906	529,644
Copper, manufactures of, including copper plates engraved—				
Total imports	1,708	258,101	2,755	357,228
Canada	10	2,477	90	18,545
United States	1,654	243,493	1,605	209,418
France	15	6,523	994	116,244
Lead, pig and sheet—				
Total imports	207,932	6,822,935	217,619	7,036,498
Canada	.....	.....	6,459	238,243
Australia	85,280	2,513,989	93,276	2,869,816
United States	61,576	2,216,904	53,008	1,932,782

III. *Articles Wholly or Mainly Manufactured*—Continued

	1918. Quantity. Cwts.	1918. Value. £	1919. Quantity. Cwts.	1919. Value. £
Metals and ores, and manufactures of—Con.				
Zinc, crude in cakes—				
Total imports	64,138	3,293,494	94,226	4,096,702
Canada	815	35,363	38,034	392,089
United States	50,495	2,445,042	68,333	2,938,379
Japan	7,051	428,577	3,735	193,773
Zinc, manufactures—				
Total imports	3,016	306,487	4,679	329,416
Canada	.....	.....	189	11,483
United States	2,010	213,683	2,787	210,422
Metal, unenumerated, unwrought—				
Total imports	27,185	4,157,964	11,759	1,663,007
Canada	14,599	1,794,546	5,160	652,133
United States	4,206	1,063,695	2,713	474,579
Cutlery—				
Total imports	1,607	149,577	8,311	639,522
Canada	111	17,268	2,307	364,346
United States	944	113,692	4,385	226,245
Hollow-ware, wrought, enamelled—				
Total imports	451	2,998	41,804	222,992
Canada	.....	.....	11,101	63,247
Netherlands	881	463	11,538	61,755
United States	.....	.....	13,013	53,793
Hollow-ware, wrought, not enamelled—				
Total imports	2,294	5,122	10,636	45,641
Canada	.....	.....	1,104	3,774
United States	2,290	5,085	6,826	26,144
Hollow-ware, cast, enamelled—				
Total imports	64	300	4,435	21,855
Canada	.....	.....	1,181	5,347
Netherlands	64	300	1,207	7,983
Germany	.....	.....	1,431	4,640
Hollow-ware, of tin plate—				
Total imports	79	303	3,811	14,169
Canada	.....	.....	270	1,620
United States	65	215	2,911	10,638
Hardware, other than holloware, (comprising those articles which cannot be allotted to the several headings of cutlery, implements and tools, brass, copper, iron, steel, etc.)—				
Total imports	6,370	90,564	44,091	481,309
Canada	.....	.....	1,890	23,554
United States	3,095	35,687	30,970	305,039
France	2,585	36,263	3,601	49,308
Implements and tools, and parts thereof, (except machine tools)—	Tons.		Tons.	
Total imports	Value only.	1,923,280	Value only.	2,218,754
Canada	.....	203,257	.....	183,805
United States	.....	1,614,808	.....	1,903,109
Instruments and apparatus, scientific (other than electrical) complete—				
Total imports	.....	444,548	.....	804,407
Canada	.....	1,041	.....	28,014
United States	.....	143,973	.....	446,005
France	.....	144,400	.....	194,208
Instruments and apparatus, parts thereof, including photographic plates and films, and sensitised photographic paper—				
Total imports	.....	122,845	.....	686,956
Canada	.....	1,482	.....	35,872
United States	.....	83,387	.....	548,526
France	.....	28,689	.....	58,921
Electrical goods and apparatus, (other than machinery and insulating wire) batteries, primary and secondary—				
Total imports	.....	141,760	.....	46,314
Canada	.....	.....	.....	8,036
France	.....	66,105	.....	26,444

III. *Articles Wholly or Mainly Manufactured*—Continued

	1918. Quantity.	1918. Value.	1919. Quantity.	1919. Value.
	Cwts.	£	Cwts.	£
Machinery and parts thereof, prime movers, except electrical—				
Agricultural—				
Total imports	21,720	2,246,285	16,648	1,757,242
Canada	1,087	81,477	216	18,640
United States	20,622	2,161,936	16,390	1,731,992
Not being Prime movers or electrical machinery, agricultural—				
Total imports	23,254	1,586,105	17,206	1,272,660
Canada	6,792	438,893	5,920	449,988
United States	15,768	999,864	10,489	674,629
Not being prime movers or electrical machinery, machine tools—				
Total imports	19,379	3,858,264	17,098	3,962,476
Canada	93	40,412	92	15,590
United States	19,088	3,771,994	16,630	3,860,979
Not being prime movers or electrical machinery, typewriters, complete—	Number.		Number.	
Total imports	13,920	198,431	55,864	770,697
Canada	1,716	20,086	1,904	21,176
United States	12,201	178,251	53,888	748,050
Not being prime movers or electrical machinery, unenumerated—	Tons.		Tons.	
Total imports	9,137	1,413,890	21,051	3,915,571
Canada	80	16,364	500	87,327
United States	6,148	930,536	16,112	3,170,763
Netherlands	520	63,065	1,212	160,927
Wood manufactures—				
Furniture and cabinet ware—	Value only.		Value only.	
Total imports	.....	7,758	.....	217,779
Canada	.....	.....	.....	29,587
United States	.....	1,495	.....	86,942
France	.....	5,992	.....	37,125
Unenumerated (including woodware and wood turnery)—				
Total imports	.....	2,065,397	.....	3,872,731
Canada	.....	77,554	.....	236,245
United States	.....	832,799	.....	1,732,626
Russia	.....	722,860	.....	1,051,158
Cotton—				
Waste from worked cotton of every description—	Lbs.		Lbs.	
Total imports	41,120,919	1,742,849	25,122,849	1,499,191
Canada	.....	.....	308,597	13,580
United States	18,143,958	1,196,050	19,950,256	1,241,983
France	820,296	27,920	2,880,918	164,026
Manufactures, piece goods, other than book cloth, grey unbleached—	Yards.		Yards.	
Total imports	470,599	44,168	1,841,917	204,423
Canada	.....	.....	231,336	33,659
United States	23,912	5,765	1,100,105	136,966
Gloves—	Doz. pairs.		Doz. pairs.	
Total imports	1,106,093	427,026	964,944	448,420
Canada	.....	.....	6,208	4,401
Japan	1,080,453	407,638	934,000	418,882
France	18,929	16,228	11,554	17,292
Hosiery, stockings and socks—				
Total imports	168,070	85,037	1,078,410	615,758
Canada	.....	.....	18,852	34,589
United States	154,994	80,444	917,250	488,411
Woollen and worsted manufactures (of wool or of wool mixed with other materials if known as "Woollen" or "Worsteds")—				
Hosiery, other than stockings and socks—	Value only.		Value only.	
Total imports	.....	5,848	.....	53,708
Canada	.....	2,332	.....	35,822
Switzerland	.....	2,495	.....	9,556

III. *Articles Wholly or Mainly Manufactured*—Continued

	1918. Quantity. Cwts.	1918. Value. £	1919. Quantity. Cwts.	1919. Value. £
Jute manufactures of (other than cordage, cables, ropes, and twine, but including piece goods, sacks, and bags)—				
Total imports	.....	3,341,347	.....	6,257,176
Canada	.....	.....	.....	15,056
Japan	.....	26,732	.....	29,339
Belgium	.....	.....	.....	63,959
India	.....	3,281,419	.....	6,072,771
Boots and shoes—				
Of leather, or of which the chief value is leather—	Doz. pairs.		Doz. pairs.	
Total imports	31,447	263,947	129,447	1,566,996
Canada	319	7,973	25,456	341,053
United States	22,108	202,731	73,819	878,194
Switzerland	153	1,378	13,742	167,497
Of rubber, or of which the chief value is rubber—				
Total imports	30,847	241,029	170,610	294,338
Canada	8,497	74,539	79,012	134,045
United States	21,689	164,120	91,378	158,837
Chemical manufactures and products, (other than drugs, dyestuffs and manures, not liable to duty—				
Acetate of lime—	Cwts.		Cwts.	
Total imports	21,759	62,438	60,620	70,002
Canada	21,199	61,373	39,489	45,103
United States	.....	.....	19,963	23,935
Acetic acid, other than for table use—				
Total imports	89,753	573,878	74,879	282,865
Canada	77,812	462,089	26,081	111,728
United States	11,357	85,546	48,487	164,053
Acetone—				
Total imports	173,982	1,350,900	74,590	535,230
Canada	35,691	289,017	23,184	182,764
United States	138,291	1,061,883	51,398	352,426
Carbide of calcium—				
Total imports	517,262	836,846	494,594	643,609
Canada	112,915	165,685	202,903	253,940
Norway	404,347	671,161	291,554	389,082
Glycerine, crude—				
Total imports	63,490	491,404	40,759	363,933
Canada	.....	.....	1,826	26,681
United States	23,994	327,497	21,787	287,444
France	19,681	79,552	10,976	30,957
Soda, other than ash, caustic, bicarbonate, crystals—				
Total imports	92,998	412,007	40,272	164,018
Canada	606	1,643	1,896	8,884
United States	33,393	213,895	17,984	90,635
France	11,320	53,356	6,638	27,678
Unenumerated—				
Total imports	Value only	18,030,444	Value only	3,063,338
Canada	.....	114,311	.....	64,614
United States	.....	864,837	.....	1,349,068
Chile	.....	15,268,702	.....	648,409
Drugs (containing no dutiable ingredient, unenumerated, including medicinal preparations—				
Total imports	Value only	2,514,988	Value only	3,599,159
Canada	.....	33,279	.....	38,733
United States	.....	530,536	.....	1,117,943
British India	.....	179,671	.....	494,617
Dyestuffs (other than dye woods) and substances used in tanning or dyeing —Extracts for tanning—				
Total imports	Value only	2,428,963	Value only	2,881,161
Canada	.....	4,510	.....	15,124
Argentine	.....	1,049,472	.....	1,302,932
United States	.....	780,984	.....	674,247

III. *Articles Wholly or Mainly Manufactured*—Continued

	1918. Quantity.	1918. Value.	1919. Quantity.	1919. Value.
Painters' colours and pigments—				
Nickel oxide—	Cwts.		Cwts.	
Total imports	19,573	109,694	14,518	93,005
Canada	15,342	84,855	5,050	30,656
United States	4,231	24,839	9,468	62,349
White lead—				
Total imports	4,610	9,479	140,754	352,226
Canada	.....	.....	25,433	56,628
United States	4,568	9,337	104,948	271,964
Unenumerated—				
Total imports	186,468	508,300	467,357	1,040,463
Canada	3,520	84,412	6,785	119,156
United States	75,105	247,636	250,667	580,141
Netherlands	26,081	79,861	72,193	198,085
Leather, undressed (rough tanned, including rough finished)—				
Hides other than calf skins—				
Total imports	594,628	6,678,158	1,485,830	14,550,016
Canada	6,367	84,489	56,746	517,481
United States	175,545	2,302,449	741,365	5,811,786
British India	399,075	4,123,758	528,651	6,293,262
Australia	12,336	148,711	127,647	1,552,128
Dressed, box calf—				
Total imports	4,995	316,398	30,741	2,984,306
Canada	723	91,547	7,901	830,931
United States	4,272	224,851	17,141	1,309,525
Dressed, glace kid—				
Total imports	10,851	1,370,805	59,733	7,054,241
Canada	.....	.....	681	85,052
United States	2,877	230,609	47,509	5,261,372
France	7,974	1,140,196	7,579	1,240,782
Dressed: varnished, japanned or enamelled—				
Total imports	1,255	82,664	13,358	1,349,296
Canada	260	20,342	1,147	129,965
United States	901	57,242	11,935	1,175,698
Dressed, other sorts, than box calf, glace kid, varnished, japanned or enamelled—				
Total imports	52,965	1,053,441	209,960	6,675,569
Canada	85	9,954	10,632	416,120
United States	50,515	921,718	184,122	5,553,765
Leather, manufactures of, (except boots and shoes and machinery belting)—				
Gloves—	Doz. pairs.	£	Doz. pairs.	£
Total imports	248,522	533,663	243,254	727,240
Canada	725	2,465	4,485	16,038
France	243,968	524,104	208,446	598,934
United States	2,284	3,469	21,566	78,983
Unenumerated—				
Total imports	Value only	34,196	Value only	570,556
Canada	.....	2,495	.....	12,698
United States	.....	20,405	.....	521,092
Glass—Bottles—	Gross.		Gross.	
Total imports	112,344	977,041	922,874	946,470
Canada	.....	.....	44,047	42,627
Netherlands	5,244	3,829	218,016	344,956
United States	17,227	11,394	367,133	257,880
Paper—				
For printing or writing—On reels	Cwts.		Cwts.	
Total imports	270,565	694,175	2,234,004	3,485,192
Canada	1,622	6,900	304,777	426,926
Sweden	124,193	321,753	295,544	488,552
Norway	104,035	250,310	278,607	478,188
For printing or writing, not on reels—				
Total imports	198,032	660,197	283,188	851,074
Canada	613	1,963	34,151	64,942
Norway	146,204	479,695	149,196	414,654
United States	11,166	45,212	32,893	144,971

III. *Articles Wholly or Mainly Manufactured*—Continued

	1918.		1919.	
	Quantity.	Value.	Quantity.	Value.
Paper—Con	Cwts.	£	Cwts.	£
Printed paper hangings—				
Total imports	.....	.....	3,237	23,270
Canada	.....	.....	1,146	5,019
United States	.....	.....	1,488	13,247
France	.....	.....	269	3,268
Fer packing or wrapping—				
Total imports	709,293	2,421,436	1,745,608	4,427,806
Canada	1,366	2,721	104,308	226,859
Norway	460,062	1,576,349	653,284	1,683,682
Sweden	215,809	673,730	754,062	1,822,034
Strawboard—				
Total imports	591,381	637,052	2,282,560	1,877,175
Canada	.....	.....	7,966	9,247
Netherlands	590,741	634,322	2,269,824	1,859,305
Millboard and pulpboard—				
Total imports	288,776	439,174	953,231	1,510,102
Canada	141,361	166,329	286,047	362,149
Sweden	78,017	152,322	351,771	624,626
Motor cars, parts thereof, except tires and tubes, and parts and accessories of tires and tubes—				
Total imports	Value only.	1,525,565	Value only.	2,341,986
Canada	.....	203	.....	443,335
United States	.....	775,758	.....	1,159,623
Sweden	.....	685,264	.....	603,220
Tires and tubes, and parts and accessories thereof—				
Total imports	.....	602,645	.....	2,053,423
Canada	.....	15,755	.....	429,690
France	.....	251,766	.....	911,075
United States	.....	210,755	.....	459,419
Motor cycles: Tires and tubes and parts and accessories thereof—				
Total imports	.....	15,573	.....	37,892
Canada	.....	.....	.....	1,502
United States	.....	44	.....	19,782
France	.....	15,529	.....	15,591
Aeroplanes, airships, balloons, and parts thereof—				
Total imports	.....	6,859,081	.....	4,173,942
Canada	.....	119,281	.....	254,295
United States	.....	1,636,519	.....	2,034,668
France	.....	5,082,926	.....	1,869,320
Ammunition—				
Shot and shell—	cwts.		cwts.	
Total imports	9,324,969	43,131,039	1,598,299	7,244,367
Canada	7,386,019	35,663,558	1,238,518	5,811,363
Propellants, cordite and other smokeless—				
Total imports	862,760	13,121,575	193,564	3,014,129
Canada	191,576	3,132,985	87,735	1,300,189
United States	670,960	9,984,495	105,807	1,713,455
Small arms, sporting—				
Total imports	205	1,250	4,426	53,607
Canada	.....	.....	865	7,802
United States	.....	.....	3,305	42,681
Fuzes, tubes, primers—				
Total imports	300,181	6,239,231	10,726	179,616
Canada	113,824	2,559,182	10,622	177,876
France	49,225	1,044,865	100	1,645
Metal cartridge cases, other than small arms ammunition, empty—				
Total imports	249,394	1,899,276	4,237	31,352
Canada	248,434	1,893,486	4,183	30,552
Brooms and brushes—	dozens.		dozens.	
Total imports	1,726,347	407,867	2,969,091	859,633
Canada	.....	.....	23,099	17,615
Japan	1,427,426	290,064	2,407,044	615,464
France	106,044	64,163	110,982	76,143
Cordage, binder or reaper twine—	cwts.		cwts.	
Total imports	89,799	448,225	85,257	459,520
Canada	.....	.....	6,006	37,055
United States	89,799	445,225	78,527	412,976

III. *Articles Wholly or Mainly Manufactured*—Continued

	1918.		1919.	
	Quantity.	Value.	Quantity.	Value.
Lamps and lanterns (except electric)—	number		number	
Total imports	52,722	7,392	177,594	25,516
Canada	12,744	3,574	147,904	19,871
United States	21,980	722	25,136	4,542
Methylic alcohol (not purified so as to be potable)—	gallons		gallons	
Total imports	316,891	173,182	574,314	290,957
Canada	249,952	138,378	357,508	189,887
United States	66,939	34,804	216,806	101,070
Mouldings, for picture frames and gilt Mouldings—	Value only.		Value only.	
Total imports	.....	53,724	.....	169,881
Canada	.....	.....	.....	17,480
Italy	.....	53,569	.....	90,288
Netherlands	.....	.....	.....	26,953
Musical instruments and harmoniums—				
Organs—				
Total imports	3	44	275	5,357
Canada	.....	.....	120	3,146
United States	3	44	65	1,129
Pianos—				
Total imports	36	1,548	418	24,995
Canada	.....	.....	95	6,721
Germany	.....	.....	168	7,190
United States	2	32	68	6,512
Oil Cloth, for furniture coverings—	sq. yds.		sq. yds.	
Total imports	.....	.....	257,194	29,477
Canada	.....	.....	38,279	3,120
United States	.....	.....	211,977	25,566
For other purposes than floor and furniture coverings—				
Total imports	.....	.....	67,227	6,248
Canada	.....	.....	59,577	3,350
Linseed Cake—				
Total imports	8,109	164,411	71,252	1,639,245
Canada	.....	.....	10,165	257,220
United States	7,909	160,586	43,112	1,006,566
British India	200	3,825	14,310	288,594
Perfumery and articles used in the manufacture thereof (except perfumed spirits and essential oils)—				
Total imports	787,217	204,679	2,413,650	468,184
Canada	4,055	7,418	239,022	29,960
France	626,705	127,332	916,391	225,728
United States	82,889	7,196	1,160,614	146,940
Rubber manufactures, (except apparel waterproofed, boots and shoes, tires and tubes for carriages, cycles or motor cycles)—				
Total imports	Value only	266,681	Value only	577,640
Canada	.....	.....	.....	20,665
United States	.....	231,565	.....	448,958
France	.....	32,207	.....	16,878
Skins and furs, other than rabbit and seal—				
Dressed (not leather)—	Number.		Number.	
Total imports	1,204,457	344,916	3,281,409	1,252,719
Canada	.....	.....	19,817	12,746
China	758,406	202,240	1,930,043	714,286
United States	295,169	100,446	383,398	196,632
Skins and furs—				
Manufactures of (including skin rugs)—				
Total imports	Value only	384,148	Value only	646,793
Canada	.....	.....	.....	11,424
France	.....	280,608	.....	366,620
China	.....	83,507	.....	202,892
Soap—				
(Household or laundry, in bars or tablets)—	Cwts.		Cwts.	
Total imports	576	1,494	105,544	304,580
Canada	.....	.....	35,637	124,615
United States	.....	.....	58,529	138,231
Toilet—				
Total imports	1,784	24,334	17,712	199,722
Canada	.....	.....	1,238	25,982
United States	13	11,330	11,345	159,732

III *Articles Wholly or Mainly Manufactured*—Concluded

	1918. Quantity. Cwts.	1918. Value. £	1919. Quantity. Cwts.	1919. Value. £
Starch, dextrine and farina or potato flour				
Other than glue starch—				
Total imports	180,150	494,542	1,328,210	2,386,629
Canada	1,247	5,364	15,755	30,231
United States	140,621	348,854	1,253,281	2,226,429
Netherlands	530	10,650	10,278	27,290
Japan	21,269	79,184	38,848	81,229
Toys and games				
Total imports	Value only	447,439	Value only	720,095
Canada	.....	1,314	.....	26,838
France	.....	426,079	.....	376,291
Germany	.....	.....	.....	92,275

IV. *Miscellaneous and Unclassified.*

	Number.		Number.	
Animals, living				
Horses (including ponies)—Stallions—				
Total imports	108	22,316	70	35,705
Canada	1	1,000	6	3,000
France	106	21,236	19	24,310
Mares—				
Total imports	27,205	1,873,110	972	101,412
Canada	11,595	794,126	291	21,616
United States	15,486	1,042,795	576	56,631
France	118	35,429	89	26,415
Geldings—				
Total imports	27,616	1,868,046	1,295	88,229
Canada	11,626	786,738	337	22,676
United States	15,850	1,072,048	539	41,892

TABLE OF ARTICLES OF WHICH CANADA ONLY SUPPLIED SMALL QUANTITIES OR WHICH ARE SHIPPED IRREGULARLY.

	1919. From Canada. £	1919. Total imports. £
Food, drink and tobacco—		
Onions, raw	1,540	3,561,492
Tomatoes, raw	1,062	3,690,836
Dutiable—		
Cider and perry	1,205	7,125
Cocoa preparations, without sugar	2,444	180,527
Confectionery made from sugar with flavouring only added	1,515	5,078
Fruit canned or bottled in syrup	9,475	59,553
Fruit, canned or bottled in thin syrup, other than pineapples	69,026	1,588,998
Molasses and invert sugar, containing less than 50 per cent sweetening matter and more than 50 per cent	30,955	1,879,433
Tobacco manufactured, other than cigars, Cavendish or Negrohead, or cigarettes	3,399	39,226
Raw materials and articles mainly unmanufactured—		
Hides, raw, and pieces thereof, wet, other than calf	2,114	5,488,395
Manures, unenumerated	13,775	209,223
Silver ore	6,000	759,415
Ores, unenumerated	44,255	2,127,098
Oil, animal	16,215	799,729
Oil, essential—natural	1,370	1,340,542
Oil, fish (train, blubber, sperm or head matter)	17,553	3,784,162
Oil, seed, soya bean oil	5,144	2,441,628
Oil, unenumerated	26,637	840,099
Pulp of wood, chemical, wet	5,325	50,758
Seeds, garden, unenumerated	2,862	389,430
Seal skins, undressed	5,432	104,879
Whalebone (including finners)	12,760	68,897
Woods, furniture; hardwoods and veneers, unenumerated (not being ash, beech, birch, elm, or wainscot)	161,644	4,192,802

TABLE OF ARTICLES OF WHICH CANADA ONLY SUPPLIED SMALL QUANTITIES OR WHICH ARE SHIPPED IRREGULARLY—*Concluded*

	1919. From Canada.	Total imports.
	£	£
Raw materials and articles mainly manufactured—*Con.*		
Pit props or pit wood	92,142	7,307,939
Sleepers of all kinds	271,761	1,659,930
Staves of all dimensions	12,977	1,363,189
Wool waste	1,050	18,838
Woollen rags, pulled, shoddy or mungo	9,620	38,158
Articles wholly or mainly manufactured—		
Apparel, not waterproofed, men's and boy's (wool)	3,009	50,091
Apparel, not waterproofed, of other materials than wool	30,163	1,037,327
Apparel, not waterproofed, unenumerated	3,805	56,651
Rockets, etc., for warlike purposes	1,861	181,250
Boots and shoes, other than leather and rubber	1,561	37,681
Buttons and studs, not of metal	1,291	1,473,347
Carriages, wagonettes, carts, etc., other than cycles, motor cars, and motor cycles and parts and accessories; complete vehicles	6,445	32,664
Coal products, not dyes	28,740	105,612
Cotton manufactures: Piece-goods other than book cloth, white bleached	4,046	215,245
Cotton manufactures: Piece-goods other than book cloth, dyed in the piece	3,677	279,547
Cotton manufactures: Piece goods other than book cloth, printed	6,780	176,651
Cotton manufactures—hosiery, other than stockings or socks	19,035	1,859,401
Cycles, other than motor cycles, parts thereof, other than rubber tyres and tubes	2,994	277,052
Fancy goods, known as Paris goods	1,171	970,328
Glass, flint, plain, cut, or ornamented, and manufactures of flint glass, except bottles	6,042	1,331,660
Machinery and parts thereof, pumping	3,386	129,700
Prime movers, except electrical unenumerated	4,838	595,068
Iron, pig, basic	7,904	1,151,573
Printing type	1,162	12,564
Platinum, wrought or unwrought	4,900	50,426
Steel blooms, billets and slabs	139,029	1,327,627
Iron and steel, manufactures of, unenumerated	51,763	853,363
Musical instruments, parts of	9,206	341,338
Musical instruments, unenumerated	2,205	68,119
Paper or cardboard, boxes and cartons of	2,940	39,983
Paper, unenumerated	8,402	604,089
Pictures and drawings (by hand)	1,853	182,601
Maps and charts	49,954	107,856
Plated and gilt wares	9,370	25,393
Potash compounds, other than saltpetre	7,097	633,961
Ships and boats, new	1,201	27,212
Silk broad stuffs (wholly of silk)	2,248	11,268,903
Silk broad stuffs (mixed with other materials)	2,841	4,511,415
Silk, other manufactures of, than broad stuffs, lace, and ribbons	2,840	1,380,133
Soap powder	1,527	9,673
Soda compounds, other than ash, bicarbonate, caustic, crystals	8,884	164,018
Spirits (varnishing cream)	1,250	12,285
Starch (dextrine)	1,200	394,773
Stationery (other than paper)	8,932	522,902
Slates for roofing purposes	1,624	4,146
Stone and slates, unenumerated	4,253	373,983
Watch cases, other than gold or silver	1,387	20,582
Woollen and worsted cloths	1,698	105,668
Woollen and worsted manufactures: hosiery, stockings and socks	1,617	4,936
Miscellaneous and unclassified: animals, living, unenumerated	17,254	120,776

SPAIN'S ECONOMIC DEVELOPMENT.

(British Export Gazette).

The drastic economic changes foreshadowed by Senor Dato, the Spanish Prime Minister, in his recent declaration, are of so comprehensive a character that there can be hardly an industrial or commercial activity in the country which is not vitally interested. A great scheme for the improvement of railway and road communications, particularly in regard to establishing better connections between all inland centres and the ports with a view to the expansion of overseas trade, is among the principal items in the programme. In addition, we learn that the scheme already broached for developing the water power of the country is to be taken in hand immediately; agriculture is to receive special attention with a view to its expansion along lines more in keeping with modern methods; the timber resources of Spain are to be made the subject of special study; and a new import tariff is promised which, it is stated, while affording ample safeguards to Spanish agriculture and industry generally, will permit of more effective commercial intercourse with other nations. Nor is it out of place to mention that the Spanish Government has already accepted the proposal of a group of 116 banks and manufacturers for establishing a powerful financial institution to be known as the Banco de Credito Industrial, which under Government ægis will loan money on approved terms to protected industrial enterprises.

BRITISH INDUSTRIES FAIR, 1921

Arrangements have now been completed for the reception of a record number of visitors to the British Industries Fair which opens on the 21st of February in London and Birmingham, and on the 28th of February at Glasgow.

The first British Industries Fair was held in London in 1915, and the success which has attended the fairs held since that date has satisfied the Department of Overseas Trade as to the correctness of the system of organization. The coming fair, though vastly increased in size and comprising the largest number of exhibitors of British and colonial manufactures ever assembled in one trade fair, will be run on the lines which proved so successful in the past.

As only genuine trade buyers are invited, all who visit the fair are known to be there for business and not for curiosity. Exhibitors are therefore able to give proper attention to the buyer and the buyer is able to do his business unhampered by crowds of sightseers.

The services which are rendered to the invited buyer do not end with the mere bringing together under one roof of the chief British manufacturers. Every possible assistance is given to him in finding the particular articles he wishes to buy. The resources of the British Government are at his call. In the fair buildings the Department of Overseas Trade opens fully staffed offices in order that buyers and exhibitors may obtain authentic information on all points of importance. Mr. F. W. Field, the British Government Trade Commissioner at Toronto, will be in attendance at the London Fair, and will be pleased to meet and assist all visitors from the Dominion. Other officers of the department will be available to answer inquiries as to tariffs in all parts of the world. A special staff gives information as to shipping and transport, and other officials are prepared to advise as to the most likely sources of supply, not only of the articles included in the fair, but also of all Empire productions. Such assistance is of incalculable value.

The department's help does not stop with advice and information. Material arrangements are made for the buyer's comfort and assistance at the fair. Interpreters are provided for his use free of charge. Special writing rooms are set apart for his convenience, where he can carry on his correspondence. Special post offices deal with his letters and telegrams. Restaurants and tea rooms make it unnecessary for him to leave the fair buildings to get his meals.

Visitors to the fair also receive valuable assistance from the manner in which the catalogues of the fair are produced. Instead of being mere lists of the names of the

exhibitors, they are books of reference in which they can find in their own language a classified index of every article exhibited. Supplementary pages contain tables of English and foreign weights and measures compared; and the moneys of all the principal countries are compared with their English equivalents.

The catalogues are not sold, but are handed gratis to all visitors to the fair from overseas. Their contents, serving as they do as books of reference for the year, and consulted regularly in all parts of the world, are edited with expert knowledge by selected officers of the Department of Overseas Trade and the local committees.

Buyers from overseas who wish to visit the fair should apply as early as possible to the nearest British Trade Commissioner at Montreal, Toronto, or Winnipeg, from whom they will be able to secure full information. On their arrival in England it would be to their advantage to communicate at once with the Secretary, British Industries Fair, 35 Old Queen street, London, S.W., or, should the fair have commenced, at the White City, Shepherd's Bush, London, W. 14.

Intending visitors will do well to secure hotel accommodation in advance, and Messrs. Thomas Cook & Sons, with their world-wide organization, will provide every facility for doing this, whether the accommodation required is of the kind provided by the largest and most luxurious establishments or of a quieter and more modest description. The variety is such that every taste can easily be provided for.

THE SECOND BRUSSELS FAIR

Trade Commissioner A. Stuart Bleakney

Brussels, November 29, 1920.—In *Weekly Bulletin* No. 852 a report dated April 23, 1920, was made on the first Brussels Fair held last year, and comment was made on the absence of any Canadian exhibit. This was attributed to the exchange situation, the franc being worth at that time about ten cents, as compared with slightly over seven at present. The administration of the fair, in their report just published, estimate the business transacted last year at 893,475,000 francs. In announcing the second Brussels Fair, which will be held at the Cinquantenaire, one has to be cautious in advising Canadian participation where such participation involves any considerable outlay, on account of this accentuated exchange situation and general business conditions.

Possibly, however, some form of collective representation might be considered by Canadian manufacturers, such collective representation being quite a feature of last year's fair. Among collective exhibits last year may be mentioned: Collectivité Belge des Négociants en Vins and Spiritueux, Collectivité des Bijoutiers Bruxellois, Collectivité des Bijouteries Parisiens, Collectivité-Fédération du Commerce des Vins de la Gironde, Bordeaux. It should be again emphasized that this fair is held for the purpose of establishing connections between buyers and sellers and taking orders, the official announcement stating that business will be transacted from samples, models, drawings, photographs, albums, etc. Accordingly the fair should not be confused with an exhibition.

In regard to exchange, while, in considering the advisability of being represented at the fair, this adverse feature must be considered together with business conditions in general, yet in a number of cases which have been brought to my attention outside the lines which are coming forward regularly, the exchange situation has not proved an unsurmountable obstacle to business in manufactured goods made in Canada; for while it is true that the high value of the dollar in francs makes it difficult for Canadians to quote competitive prices, yet the general index for September 15 shows that in Brussels the prices for sixty representative articles had advanced from 100 in April, 1914, to the remarkable figure of 493.

Countries like Germany, Italy, Belgium, and France have in many cases to pay in dollars for raw materials, offsetting the advantage gained through the low value of their currency. In this connection it is perhaps interesting to refer to the list of United States goods being exported to Belgium—published in *Weekly Bulletin* No. 879.

Copies of the regulations, in English, together with application forms, are available at the Department of Trade and Commerce, Commercial Intelligence Branch, where they can be had on application.

In any case, this office will engage a booth where representative photographs and transparencies of Canadian industries, with exhibits of the principal industrial minerals and timbers, and—most important of all—Canadian catalogues will be shown and information in regard to Canadian products will be available. Canadian manufacturers are invited to forward their catalogues and, if desired, their price lists, the latter at the latest date possible. No actual business can, of course, be transacted by this office, however, but inquiries will be transmitted to firms whose literature has aroused interest.

CANADA GOES ABROAD—IMPRESSIONS AND DISCOVERIES

III. The Home Markets of Japan

"Display counts." So the Hon. Lorne C. Webster, partner and director in several large Canadian enterprises, epitomized his idea of the important factor in placing goods upon the Japanese markets. Senator Webster spent several weeks in Japan during the past autumn, not in a selling capacity but in a critical study of the general fabric of Japanese industry; and his impressions of this resourceful and aggressive nation will be of interest to all who are linked with the tides of commerce that flow westward towards the East. The Pacific ocean and its bordering peoples are to-morrow's industrial discoveries, and Japan is pre-eminent in this decade because of her rapid incorporation into the Occidental business world.

As Senator Webster pointed out, the analogy between Great Britain and Japan is striking. Geographically, both nations are sea-encircled, and both are sprawled across the fairway of the traffic routes of mighty continental peoples. Both countries are happy in the possession of immense natural resources, with a climate admirably adapted to industrial development. To-day Japan builds her beginnings on the wealth of experience of Great Britain and the other Western nations. This knowledge she bends to her purposes through the medium of an admirable educative system, one of her greatest assets. Through this educative system Western ideas impinge upon the entire youth of the nation while they are still receptive and curious; and herein lies the genesis of the passion for all things foreign which is such a striking characteristic of the Japanese to-day. "The Japanese are imitative—they are not explorers or discoverers by nature," said Senator Webster. "They look to the Western world constantly for ideas, and because of this, advertising is the crux of the problem of selling in Japan. Beyond everything else, Canada's need is publicity in this market."

JAPAN'S INDUSTRIAL POSITION

Japan's industrial position to-day was tersely outlined. "She has 'arrived' as a manufacturing nation with unprecedented speed. In some respects she has outgrown herself. Her rural population has been drawn into the industrial centres, and her cities are very new; they are only beginning to set themselves in order and to institute industrial improvements. Some of the public services of Japan are essentially modern, and others have been little altered since the days of seclusion. The rank and file of the Japanese are not altogether at home as yet in this Western

atmosphere that industrial development has thrust upon them. If a Japanese is travelling by train, he may sometimes be seen to sacrifice splendour to comfort by slipping off the boots that civilization has imposed upon him, and by squatting on the compartment cushions in the age-old Japanese fashion in lieu of more decorous posture. Again, up-to-the-minute electric signs blaze upon the thoroughfares of the cities, often in English. But the amazing spelling of these electrics is a source of continuous joy to the visitor. Such illustrations indicate that although the Japanese has acclimatised himself to the Western commodity he has not altogether achieved the manner of it as yet. But he is a hard-working and mentally alert chap, with an ingrained respect for foreign goods; he is adjusting himself to Western civilization, and hence is experimentally-minded and receptive to advertising. So that Canada will find the Japanese market singular and distinctive, and the value of her trade during this transitional period cannot be overestimated."

DISABILITIES TO BE NOTED

It would be wise, at the same time, declared Senator Webster, to note the disabilities of the Japanese markets. In the first place, the masses of Japan are humble-living folk, with few specialized necessities. As they become sufficiently westernized to demand other commodities, their needs will be supplied in great part by their own manufacturers. The cheapness of labour, and the marked imitative faculties of the Japanese, will always restrict the range of imports, as they can reproduce many foreign articles at unapproachable prices. Also many Japanese artisans are exquisite workmen, and any article that relies upon its craftsmanship to sell it, will be difficult to place in Japan. All in all, Canada's best choices for Japanese sales to-day are her raw and semi-manufactured materials. Canada will sell to Japanese industry rather than to the general purchasing public.

APPROACH TO JAPAN'S MARKETS

The exporter who is considering Japan cannot work by catalogue. "He must go after the business personally." It is useless to try and place goods in such an intensively developed country without knowing conditions thoroughly. This means a trip to Japan, and, as Senator Webster declared, "the salesman will have to stay some time there, and stick at it until he gets the business." When a Canadian salesman visits Japan, he will find two main sources of approach to the buyers. If he has raw materials or semi-manufactured products that are destined for Japanese manufacturers, minute information will be at his disposal through the medium of the many boards of trade. These bodies are live and comprehensive organizations; their secretaries are hospitable and courteous, and there is no language handicap, as English is the recognized alternative in Japanese commercial circles. Canadian salesmen should avail themselves of the services of these boards of trade in any instance where specific information upon Japanese industry is required.

VALUE OF ADVERTISING

In regard to manufactured articles, an attractive product well advertised is the preliminary to sales. The advertising method would be determined largely by the nature of the product. In so far as Senator Webster could judge there was no necessity to alter the wrappings or appearance of manufactured articles to suit local prejudices; many foreign commodities were sold in the identical dress of their countries of manufacture. Appearance counted greatly with the Japanese. They are accustomed to receive their own goods in the best of wrappings and cases, and they will not consider anything that is at all slovenly or doubtful-looking. They do not seem to set the same store by a familiar product as the Chinese, and are freer buyers. In advertising, practically all American methods are in vogue. The newspapers are widely read, even

by the poorer classes. Posters, electric signs, cinema slides, and window dressing, are profitable and satisfactory. For the attention of Japanese distributors, a sample display or exhibit of products is of prime importance. This advertising feature is a specialty in Japan, and an attractive offering of products is the best possible introduction to the Japanese importers. In Senator Webster's opinion, a representative exhibition of Canadian goods, coupled with generous advertising of their nationality, would be a valuable undertaking. Such displays might be scattered through the various industrial centres of Japan, and be kept standing at a small cost. The use of these exhibits would very quickly indicate the nature of the goods which appealed to the particular area in which the display was stationed. It would then be possible for the Canadian exporter to go after his market with some degree of certainty of sales, and he might be willing to consider a very essential point—that of keeping small stocks at his sales centre for immediate deliveries. The time lost in importing supplies is an important item, and with a demand definitely assured, a depot could be established which would assist immensely in the placing of casual orders.

JAPANESE REQUIREMENTS

As to the type of articles that the Japanese market would take from Canada, Senator Webster was of the opinion that only high quality articles should be offered. Cheap products would be subject to too intense local competition. In addition, the accumulation of wealth since the war has resulted in a better standard of living throughout the nation, and with the higher purchasing power the standard foreign article finds a better market, as has been shown by Japan's increasing adverse trade returns since the Armistice. With the adoption of European dress and habits of life, the Jap becomes cognizant of the multiplicity of articles that go to make the well-being of the Western citizen. Clothes, boots and shoes, and toilet articles are among the immediate accoutrements that must be supplied him, and as long as he relies upon Western models, there will be opportunities for placing these products in his markets.

THE BUILDING OF JAPAN

Greater, however, than the needs of the individual, are the needs of the new Japan which has developed so rapidly. It is an age of building, and raw materials are precious in Japan, where mass production of small articles extracts the maximum of value from all ores and lumbers and earths. Many of the roads of Japan are execrable, but the growth of interprovincial transport has brought forward the subject of state-developed trunk roads, and it is even now under consideration. Herein lie openings for Canadian road-making machinery and timbers, and later for the increased importation of bicycles, automobiles and accessories. In the renewing of the Japanese cities, there is a market for Canadian steel and iron; for nails and bolts, iron pipes and wire, paints and lumber, and all wood and iron working machinery. The Canadian staple exports such as asbestos, nickel, and woodpulp, can increase their market; agricultural implements will be in demand, for the wages in the cities will inevitably drain the cheap labour from the rural districts. And coincident with the building of the new Japan will come the modernizing of the homes, and the demand for the many necessities of Western domestic life. When viewed in this light of future development, said Senator Webster, the Japanese market should have an added interest to Canadians. The sales of to-day are an earnest of participation in the vastly greater markets of to-morrow.

WOODENWARE OPPORTUNITIES

Senator Webster placed special emphasis upon the timber possibilities in Japan. The immense scope of our forests should make Canada pre-eminent the world over in wooden products. At present, we are outsold in Japan by the Dutch Indies, Siam.

and Asiatic Russia, in addition to only providing one-tenth of the amount imported from China. Comparison with the United States only makes our deficiency more striking. For the first seven months of the last three years, the following figures exhibit our lost opportunities:—

	1920 Jan. to Aug.	1919 Jan. to Aug.	1918 Jan. to Aug.
Canada	$ 266,872	$ 320,010	$ 227,334
United States	11,136,634	1,822,264	3,309,278

If there is any field that provides Canada with an advantage in world competition, it should be in her range of wood products, and a larger share in Japan's imports of these staples awaits the Canadian manufacturers who go after it.

JAPAN'S FUTURE

Looking ahead, it was Senator Webster's opinion that Japan's future was assured, and that she would become more and more a great factor in world commerce. She is ridding herself bit by bit of the incubus of militarism, and her aims in future will probably be industrial rather than imperial. Her naval policy is significant that she is taking to the seas, not in an aggressive sense, but as one of the great mercantile powers of the world. She is guaranteeing herself enormous supplies of raw materials in Shantung and Asiatic Russia, and the leadership in the East is indubitably hers. She has the problem of diminishing food supply and surplus population to meet, but this applies equally to all great industrial nations. The present depression only represents an unavoidable phase in her development. The over-expansion and speculation attendant upon the hope of succeeding to Germany's world trade, has reacted somewhat more severely than in other great nations. The silk trade particularly has required first aid, but adjustment to a normal basis will ensue. And then Japan will go out into the markets of the world to an ever increasing degree.

CANADA'S PLACE IN IT

Canada's place in this future development should be studied, concluded Senator Webster. Many things are in our favour. We are the nearest of all Western nations to Japan. To-day Vancouver is nine days from Yokohama and San Francisco is twenty, thanks largely to the excellence of the Canadian ocean services. We have the advantages of our British connection and the unquestionable prestige of our war reputation. It is the time to be about the affiliations that will serve us in the later years, when export markets will be a necessity, rather than an experiment, as now. At present the city of San Francisco maintains representatives in Japan for the purpose of establishing liaison; that the Orient trade may be diverted in so far as possible to the California port. A successful effort along these lines means the establishment of a new trade route and the resultant prosperity. Now is the time for the exploiting of Canada's geographical proximity, and for going into Japan with an eye for future advantages. "As I have said before, the crux of the matter in Japan is advertising. Canada must put herself more firmly on the business map. A better cable service, and a national news service is necessary; in these respects we suffer from the pre-eminence of our wealthy neighbour. Then again neither our Government nor our manufacturers are obtaining the measure of prominence for our products that they deserve. We have not tackled the market with sufficient energy, and what is true for Japan is equally true for the other awakening races of the Orient. But the best of all ways to introduce Canada abroad is by personal visits. Every Canadian business man abroad is an advertisement of Canada's position, and his knowledge gained is an acquisition that will serve Canada well, throughout the whole course of her industrial development."

TRADE AND INDUSTRIES OF CZECHO-SLOVAKIA

Trade Commissioner L. D. Wilgress

The Glass Industry

The Czecho-Slovak glass industry can stand comparison with that of any other country, both as regards quality as well as quantity of its products. It is estimated that about 30 per cent of the glassworks of the former Austro-Hungarian Empire are situated on the territory of the Republic of Czecho-Slovakia. Bohemia has long been known for its glasssware, but it is chiflely in recent years that the industry has undergone great development, the primitive wood-burning ovens located in forests being displaced by large modern glassworks with up-to-date machinery and using coal for fuel. The chief centre of the industry is therefore the sandy districts near the coal-fields of northwestern Bohemia, while the older works are located near forests.

The number of large glassworks at the formation of the Republic was 139. Four large establishments equipped with the latest machinery have recently been completed. In addition there are 17 smaller glass factories producing coloured compositions and special glass. Owing to the great demand abroad for glassware of all kinds, additional capital is being invested in the industry and over 60 new plants are to be erected in the near future. This will increase the total manufacturing capacity by about 50 per cent.

At the present time only 15 glassworks use wood as the chief fuel, 103 use coal exclusively and 23 both wood and coal.

The glass factories which are not in a position to finish their products pass them on to finishing establishments to be cut, engraved, etched, painted or mounted. There are over 3,600 of these finishing establishments in the Republic. Besides, there is a very extensive home or cottage industry centred around the town of Gablonz and which employs about 60,000 people, who work at home in the manufacture of imitation precious stones, pearls, corals, buttons, bangles, beads, and a variety of other articles set forth below. The glass factories proper employ about 30,000 workmen and the finishing works an equal number. Over four-fifths of the prewar production of glassware in Czecho-Slovakia was exported abroad; at the present time 90 per cent of the total production is exported.

DIVERSIFICATION OF PRODUCTION

The following table, taken from a report of Engineer J. Soukup, Secretary of the Czecho-Slovak Glass Syndicate, shows the number of glass works in the different branches of the industry and indicates the diversification of glass production in Czecho-Slovakia:—

Branch of Industry	Number of Factories	Branch of Industry	Number of Factories
Ordinary hollow glass	66	Special glass and colours compositions	17
Cast glass	19	Watch crystal glass	3
Machine cast glass	11	Chemical glass	3
Cut glass	52	Window glass	24
Glass for lighting purposes, globes, etc.	24	Smooth, ribbed or fluted glass	6
Glass bars and tubes for Gablonz industry	11	Cast mirror glass	4
Crude glass for the Haida fancy glass industry	19	Brown mirror glass	3
		Photographic glass	2
		Bottles of all kinds	17

Hollow and cast glass of various kinds accounts for about 60 per cent of the total normal production of glass in Czecho-Slovakia, window, mirror and photographic glass for about 25 per cent, and glass bottles for 15 per cent.

Before the war the total value of the hollow and cast glass manufactured on the present territory of Czecho-Slovakia was approximately $24,100,000. The present monthly production is about 60 per cent of capacity, amounting to 25,000 tons. It

is expected that an output of 35,000 tons will be obtained in the near future. Over 80 per cent of the total production is shipped abroad, the principal lines exported being glassware for household use, cut glass, chandeliers, lamp chimneys, electric light bulbs, watch crystals and chemical glass.

The monthly capacity of the factories manufacturing window glass is approximately 17,250,000 square feet of window glass and 4,000 tons of smooth and ribbed glass for building purposes. The present production is 75 per cent of this capacity, and of this about 85 per cent is exported to foreign countries. Fourcault machines are mostly used in the manufacture of window glass. Photographic glass is produced almost entirely for sale abroad. About 80 per cent of the mirror glass manufactured in Czecho-Slovakia is exported, 50 per cent as finished looking glasses and mirrors, and the remaining 30 per cent semi-manufactured. This branch of the glass industry is now working at about 60 per cent of capacity.

In prewar times about 165,000,000 bottles of various kinds were manufactured annually in the territory now comprising Czecho-Slovakia. Of these about 49,500,000 bottles were consumed in the country, leaving 115,000,000 for export. The recent installation of additional machinery from the United States has increased the total capacity to 240,000,000 pieces a year. Owing to the shortage of coal and raw materials only about 60,000,000 bottles were produced during 1919. At present the works are operating at 35 per cent of their capacity.

Fancy or luxury glassware represents a considerable proportion of the export of glass from Czecho-Slovakia, and about 95 per cent of the total output of this branch of the industry is shipped abroad. The finished articles are mostly manufactured in the Haida district of northern Bohemia. Similarly eleven glassworks are occupied with the initial preparation of glass rods, bars and tubes for the use of the Gablonz industry, in addition to the seventeen smaller factories already referred to, producing special glass and coloured compositions also for this industry. These works are now operating at about 50 per cent of their capacity.

SHORTAGE OF COAL AND RAW MATERIALS

The output of glass products has been restricted since the formation of the Republic by the shortage of coal and such raw materials as soda, potash, Glauber's salts, and other chemicals. The lack of coal had a serious effect on the glass industry during the whole of 1919 and the first part of 1920. Thus the requirements of the whole industry during the month of April, 1920, were for 160,000 tons of coal, while the quantity alloted was only 81,138 tons. At the present time the coal situation has improved to such an extent that the production of glass has considerably increased.

The soda shortage has also exercised a considerable restricting influence on the total glass output. There is only one factory in Czecho-Slovakia producing soda, and its present production satisfies only half the requirements of the glass industry, necessitating imports from Germany and Austria. Recently a convention was signed with a large soda works in Austria, who have agreed to deliver 65 per cent of their total production to the Czecho-Slovak glass industry in exchange for coal. This will enable the production of glass to be resumed on a large scale.

Similarly the output of the three factories producing Glauber's salts in Czecho-Slovakia having been reduced by the coal shortage, the glass industry has been affected accordingly. The same applies to potash, of which the domestic production should normally be sufficient. The needs of the glass industry will require the importation of about 1,000 tons of potash during the coming year. There must also be imported from abroad for the requirements of the industry about 50 tons of saltpetre a month, 1,000 tons of Glauber's salts, 20 tons of boric acid, 220 pounds of selenium, and 44 pounds of gold a month, also 4,400 pounds a year of nickel from Canada and about the same quantity of cobalt.

The Czecho-Slovak Glass Syndicate supervises through industrial corporations the distributions of potash, soda, and other raw materials to the factories. This

syndicate also controls the exportation of hollow and cut glass products, the exportation of other glass being supervised directly by the Export Commission. Notwithstanding constantly increasing production, the glass factories are oversold for some time to come. On the other hand, the recent improvement in the exchange rate and the high export taxes have had the effect of curtailing the demand from abroad for the products of the Czecho-Slovak glass industry. This position, however, must be considered as only temporary, since Bohemian glassware is assured of its place on the world's markets by reason of the highly trained and skilled workmen, who hand down their knowledge of the trade from one generation to another.

[In the next number of the *Weekly Bulletin* Mr. Wilgress' account of the Gablonz, textile, porcelain, and timber industries of Czecho-Slovakia will be given.]

CANADIAN CATALOGUES AND PRICE LISTS WANTED IN SOUTH AFRICA

Mr. P. W. Ward, Assistant Canadian Trade Commissioner at Cape Town, South Africa, writes under date of November 19 inviting Canadian manufacturers and exporters to send two copies of any new catalogues and export price lists issued by them to the office of the Canadian Government Trade Commissioner, Westminster House, Adderley street, Cape Town, South Africa. It would also be appreciated if the office were informed separately by letter that catalogues were being sent, and any information as to ability to export or details useful to importers in overseas markets will be gladly received.

REMISSION OF EXCISE TAXES ON IMPORTED AND DOMESTIC GOODS

An Order in Council has been passed, as set forth below, remitting certain excise taxes.

The said Order in Council takes effect on and from the 20th December, 1920.

The Sales Tax remains in full force and effect. (*Vide* Memorandum of the Department of Customs, No. 2440-B, dated December 20, 1920.)

CERTIFIED EXTRACT FROM THE MINUTES OF A MEETING OF THE TREASURY BOARD, HELD ON THE 18TH DECEMBER, 1920; APPROVED BY HIS EXCELLENCY THE DEPUTY GOVERNOR GENERAL IN COUNCIL, ON THE 18TH DECEMBER, 1920 (P.C. 1/3163).

Finance

The board had under consideration a memorandum dated 18th December, 1920, from the Honourable Minister of Finance, stating that owing to the existing conditions of trade, a remission of certain excise taxes would stimulate the employment of labour in Canadian production, and be in the general public interest.

The minister therefore recommends that authority be granted for the remission, from and inclusive of the 20th day of December, 1920, of the excise taxes imposed under the provisions of Section 19 BB of the Act to amend the Special War Revenue Act, 1915, with the exception of the following, viz:

Confectionery as specified in paragraph c.

Playing cards, in paragraph e.

Spirituous and alcoholic liquors, as contained in paragraphs f, g and h of ss 4, and all of the articles enumerated in subsection 6, paragraphs a, b and c, and that none of the taxes so remitted shall be collected.

The board concur in the above recommendation and submit the same for favourable consideration.

[NOTE.—Details of the taxes above referred to were published under the heading "Dominion of Canada Tariff Changes" in *Weekly Bulletin* No. 855, page 1355.]

JAPANESE DEMAND FOR FISH SCALES FOR EXTRACTION OF FISH ESSENCE

Trade Commissioner A. E. Bryan

Yokohama, November 11, 1920.—Inquiries have been received at this office as to whether fish scales suitable for the extraction of the shiny silver material known as fish essence can be obtained in Canada.

It is said that the fish giving the best scales for this purpose is the "Ablet," also known as the "Ablen," "Bleak" or "Blay." This is a small river fish about 3 inches long, and is usually found in most cool and temperate countries. The lower part of the body of this fish is covered with many small silvery shining scales. The sides of the fish are also productive of shiny scales. These are what is demanded. The scales of any other part of the fish are of no use.

It is said that owing to its small size the Ablet must be caught with nets of very small mesh. In some countries these fish are caught when they are milting in thick banks along the river sides. The scales are the richest in this shiny material some two or three weeks before milting, but during the milting the scales are of no use. After milting the scales regain some of their former richness, but are not as good as if caught before milting takes place.

METHOD OF PREPARATION

When the fish are caught they must be taken ashore while living and the silver scales scraped off. It is very important that these fish should be quite clean before scraping. They should be allowed to swim in a container of water before they are scraped. The scraping should be done with a dull knife in order to get the scales off without staining them with the blood of the fish. After the scales have been scraped into a clean receptacle they are mixed with common marine salt and packed in air-tight tins. It is also important to let all the water drip from the scales in order that they may be packed as dry as possible. Too much dampness within the tin retards the long preservation of the scales in proper condition for use. The tops of the tins are then soldered and the tins are packed in wooden boxes.

If any one in Canada is able to supply these fish scales he is asked to communicate with the Canadian Trade Commissioner at Yokohama, Japan.

Note.—Mr. W. A. Found, of the Fisheries Branch, Department of Marine and Fisheries, was asked for an explanation of the use made of the extract referred to. He replied as follows: "Up to the moment such use of fish scales is not being made in Canada, though it is understood that a concern recently began operations at Eastport or Lubec, in the state of Maine, by using the scales of sardines or young herring that were being canned at the sardine canneries there. Very little information is available regarding these operations, but it is understood that the scales were treated with a solvent which extracted from them the bright colour matter, and that a pearly liquid was produced, which, it was stated, is used in the manufacture of artificial pearls."

RATIFICATION BY BRITISH GUIANA OF THE CANADA-WEST INDIES TRADE AGREEMENT

The Legislature of British Guiana has ratified the Canada-West Indies Trade Agreement negotiated at Ottawa last June. The preference given to Canada is also extended to goods from the United Kingdom.

FOREIGN EXCHANGE QUOTATIONS FOR THE WEEK ENDING DECEMBER 22

The Foreign Exchange Department of the Bank of Montreal has furnished the following statement of the nominal closing quotations for all the principal exchanges for the week ending December 22. Those for the week ending December 15 are also given for the sake of comparison.

		Parity.	Week ending December 15, 1920.	Week ending December 22, 1920.
Britain	1.00	$4.86	4.08⅝	4.16⅜
France	1.	.193	.069	.070
Italy	1.	.193	.040	.040
Holland	1.	.402	.365	.371
Belgium	1.	.193	.072	.073
Spain	1.	.193	.153	.153
Portugal	1.	1.08	.114	.112
Switzerland	1.	.193	.181	.180
Germany	1.	.238	.015	.016
Greece	1.	.193	.087	.088
Norway	1.	.268	.173	.178
Sweden	1.	.268	.230	.234
Denmark	1.	.268	.180	.180
Japan	1.	.498	.586	.579
India	1.	.342	.300	.307
United States	1.	1.00	1.17⅜	1.18¼
Argentina	1.	.965	.931	.919
Brazil	1.	.546	.178	.171
Roumania	1.	.193	.016	.013
Jamaica	1.	4.86	4.07	4.16
Barbados	1.	1.	.850	.875
British Guiana	1.	1.	.850	.875
Trinidad	1.	1.	.850	.875
Dominica	1.	1.	.850	.875
Grenada	1.	1.	.850	.875
St. Kitts	1.	1.	.850	.875
St. Lucia	1.	1.	.850	.875
St. Vincent	1.	1.	.850	.875
Tobago	1.	1.	.850	.875

TRADE INQUIRIES FOR CANADIAN PRODUCTS

Since the publication of the last *Weekly Bulletin* there have been received the following inquiries for Canadian products. The names of the firms making these inquiries, with their addresses, can be obtained only by those especially interested in the respective commodities upon application to: "THE COMMERCIAL INTELLIGENCE BRANCH OF THE DEPARTMENT OF TRADE AND COMMERCE, OTTAWA," or THE SECRETARY OF THE CANADIAN MANUFACTURERS' ASSOCIATION, TORONTO, MONTREAL, WINNIPEG, AMHERST, N.S., and VANCOUVER, or THE SECRETARY OF THE BOARD OF TRADE AT TORONTO, HAMILTON, KINGSTON, BRANDON, HALIFAX, MONTREAL, QUEBEC, ST. JOHN, SHERBROOKE, VANCOUVER, VICTORIA, WINNIPEG, EDMONTON, CALGARY, MOOSEJAW, SASKATOON, SAULT STE. MARIE, FORT WILLIAM, PORT ARTHUR, MONCTON, REGINA, NEW WESTMINSTER, B.C., SYDNEY (CAPE BRETON), GUELPH, PETERBOROUGH, BRANTFORD, ST. MARY'S, ONT., CHAMBRE DE COMMERCE DE MONTREAL, THE LONDON, ONT., CHAMBER OF COMMERCE, THE STRATFORD CHAMBER OF COMMERCE, THE BORDER CHAMBER OF COMMERCE, WINDSOR, ONT., AND KITCHENER MANUFACTURERS' ASSOCIATION.

Foodstuffs

2615. **Macaroni.**—A Liverpool firm ask to be placed in touch with exporters of the above.

2616. **Apples.**—A Bristol firm desire to purchase apples in weekly shipments of 500 barrels and 200 boxes, especially Ben Davis and Greenings.

2617. **Apples.**—A Norwegian fruit agent asks to be placed in touch with exporters of boxed apples.

2618. **Cured fish, etc.**—Belfast wholesale provision merchants are buyers of short bellies, English cut, boneless, borated, 12 to 16 pounds average, new cured. Quote price per cwt. Boxed c.i.f. Belfast for 100 boxes January shipment, Head Line direct steamer. Also quote ling, clear middles, hams, Cumberland cut and Wiltshire cut. Any good Canadian brand.

2619. **Foodstuffs.**—A large firm of West Indian agents, with their head office in Trinidad and a travelling staff, would like to secure Canadian agencies for general foodstuffs, including grain stuffs.

2620. **Groceries.**—A large firm of commission agents in Trinidad, who cover the other islands and British Guiana, would like to obtain an agency for general grocery supplies.

2621. **Cereals for Trieste.**—An importer in Trieste desires to receive from some big shippers in Canada sample offers in big shipments of maize flour, wheat flour; also maize in grains, wheat in grains, barley oats and rye.

Miscellaneous

2622. **Wrapping paper and paper bags.**—Old-established Scottish firm are in the market for wrapping paper and paper bags, all kinds of both, and particularly request samples.

2623. **Automobile and cycle accessories.**—Manufacturers who would like representation in Great Britain and Ireland by largest dealers. Please forward catalogues and prices.

2624. **Rubber-soled boots.**—A Liverpool firm ask to be placed in touch with exporters of the above.

2625. **Hardware.**—A firm of commission agents in Trinidad with a large travelling staff wish to represent a large hardware firm in Canada.

2626. **Rocking chairs.**—A large firm of general suppliers in Trinidad, with a furniture department, desire to be put in touch with Canadian manufacturers of rocking chairs.

2627. **Bentwood furniture.**—A large departmental store in Trinidad, with a furniture department, is desirous of importing Canadian bentwood furniture and would like to get in touch with manufacturers.

2628. **Oxide of cobalt, cobalt metal.**—Mr. A. E. Bryan, Canadian Government Trade Commissioner in Yokohama, Japan, writes that he has received inquiries lately for oxide of cobalt and cobalt metal. In order that he may be in a better position to influence this business, Mr. Bryan would be glad to have samples both of the cobalt oxide and cobalt metal sent to him at Yokohama, together with prices and full particulars regarding packing.

2629. **Representation in British West Indies.**—An ex-officer of the Canadian Expeditionary Force, whose home is in one of the West Indian islands, would like to get in touch with some large Canadian manufacturer with a view to acting as representative in the West Indian islands and British Guiana. He has personal connections with some of the largest business men in the British West Indies. He served four years overseas.

2630. **Representation in South America.**—A member of the Canadian Expeditionary Force at present residing in New Orleans, and who is about to go to Mexico as a representative of an United States firm, desires to take up work with a Canadian exporter or group of exporters who desire to do business in the Spanish Republics of South America. He is at present in the grocery business, is familiar with the Spanish language and to a less degree with French, and has travelled extensively in South America. Good references will be furnished as to integrity, ability, education, etc.

2631. **Representation in Great Britain and France by Returned Soldier.**—Ex-officer who had special opportunities during the war for making connections in the industrial centres of Great Britain and France seeks employment there. He will

consider offers from firms desiring representation in either of the above countries and solicits an interview. He speaks French and has a university education. He is prepared to return to Europe at any time.

2032. A returned businessman, aged 39, energetic, who qualified for a commission from the ranks in the Canadian Engineers and served as an officer for over three years in France, C.E.F., will entertain proposals for agency proposals; also would act as forwarding agent from Vancouver port. Now established as selling agent for foreign and domestic markets, general importing and exporting, having completed several large foreign sales since returning from overseas. Business training covers over fourteen years in Western Canada; conversant with the wants of the West, and particularly Australia, New Zealand, Orient, Straits Settlements, and South America. Having already established connections in these countries, he has a thorough knowledge of import and export technique gained by experience; familiar with engineering problems and in a position to advise purchasers on technical subjects. He has also first-class rating and bank references. Particularly desires Eastern Canadian connections in machinery, metal products, wood goods, etc., for sale in British Columbia, or as manufacturers' export agent at Pacific seaboard. Can use his representative in the respective countries mentioned to mutual advantage, if proposition warrants same. Only first-class firms considered.

JUDICIAL DECISION AFFECTING RATE OF EXCHANGE IN AUSTRALIA: ILLUSTRATION OF ITS EFFECT

With reference to the decision of the Australian Commonwealth High Courts that the bank rate of exchange on date of invoices must apply in computation of value for duty on importation instead of the mint par value of the sovereign as heretofore (see *Weekly Bulletins* No. 880, page 1723, and No. 881, page 1775), Mr. C. Hartlett, office of the Canadian Trade Commissioner at Melbourne, Australia, writes under date November 22 that such a decision will enormously increase the customs duty on importations into Australia from Canada and the United States. Taking the latest bank rates ruling at date of writing at Montreal and New York, which were respectively $3.85 and $3.48 to the pound sterling, he gives the following illustration of the effect of this decision:—

Value for duty on	$1,000	Canadian goods	$4 86 =	£205	15	5
" "	1,000	" "	3 85 =	259	14	9
" "	1,000	United States goods	4 86 =	205	15	5
" "	1,000	" "	3 48 =	287	7	2

CONTROL OF WHEAT AND FLOUR IN ROUMANIA.

(British Board of Trade Journal.)

By a ministerial decision which came into force on November 1, the flour mills of Roumania, states the Commercial Secretary to H.M. Legation at Bucharest, are to mill only one quality of flour, which will consist of the whole wheat except 23 per cent of husk and 2 per cent loss, leaving 75 per cent flour. An exception to this rule is to be made, however, in the case of certain of the larger flour mills, which will receive the authorization of the Under-Secretary of State for Reconstruction and Approvisionment to mill flour of luxury quality representing 5 per cent of the wheat stocks. It is stated that this luxury flour will be sold to the pastry cooks at a minimum price of 4 lei per kilogram, while any surplus will be exported against compensation.

The 5 per cent quota of flour of luxury quality is declared purchasable only by the State, which reserves to itself the right of sale.

It is also reported that the Council of Ministers has decided to immobilize the wheat crop of the entire country. The measure, if taken, will prevent any portion of the wheat crop being moved from its present place of storage or warehouse save with ministerial authorization.

TENDERS INVITED

Australia

Copies of tender forms and specifications have been received from Mr. D. H. Ross, Canadian Trade Commissioner, Melbourne, for material required by the Victorian Government Railways Department, Melbourne. These tender forms and specifications are open to the inspection of interested Canadian manufacturers at the Department of Trade and Commerce, Ottawa. (Refer file No. 26137.) Tenders in conformity to the specifications should be promptly addressed to the Secretary, Victorian Government Railways, Melbourne, Australia.

Particulars of the requirements are briefly outlined thus:—

No.	Date of Closing	Particulars
33836.	January 19, 1921.	Supply and delivery of 103½ cwt. copper rod, as specified.
33837.	January 19, 1921.	Supply and delivery of 220 solid drawn copper flue tubes, and 220 solid drawn steel flue tubes for locomotives, as specified.
33838.	January 19, 1921.	Supply and deliver of 1,230 brass boiler tubes for locomotives, as specified.

PROPOSED SAILINGS FROM CANADIAN PORTS*

Subject to change without notice

From St. John

To Liverpool.—*Empress of France,* C.P.O.S. Line, about December 30; *Canadian Settler,* Canadian Government Merchant Marine, Ltd., about January 6; *Metagama,* C.P.O.S. Line, about January 6; *Empress of Britain,* C.P.O.S. Line, about January 14.

To London.—*Grampian,* C.P.O.S. Line, about January 4; *Canadian Rancher,* Canadian Government Merchant Marine, Ltd., about January 10; *Ariano,* Manchester Line, about January 12; *Bosworth,* C.P.O.S. Line, about January 15; *Corsican,* C.P.O.S. Line, about January 29.

To Glasgow.—*Pretorian* C.P.O.S. Line, about January 7; *Cabotia,* Cunard Line, about January 7.

To Avonmouth.—*Bolingbroke,* C.P.O.S. Line, about January 5.

To Manchester.—*Manchester Brigade,* Manchester Liners, about January 8; *Manchester Hero,* C.P.O.S. Line, about January 20.

To Southampton.—*Sicilian,* C.P.O.S. Line, about January 8; *Scandinavian,* C.P.O.S. Line, about February 12.

To Antwerp.—*Sicilian,* C.P.O.S. Line, about January 8; *Bosworth,* C.P.O.S. Line, about January 15; *Scandinavian,* C.P.O.S. Line, about February 12.

To Rotterdam.—*Ramore Head,* Head Line, about December 31; *Dunaff Head,* Head Line, about January 26.

To Havre.—*Grampian,* C.P.O.S. Line, about January 4; *Corsican,* C.P.O.S. Line, about January 29.

To Hamburg.—*Ramore Head,* Head Line, about December 31.

To Rio de Janeiro, Santos, Montevideo, and Buenos Aires.—*Greidon,* Houston Lines, about January 15.

To Karachi, Bombay, Colombo, Madras, Rangoon, Calcutta, Singapore, Batavia and Soerabaya (via Mediterranean).—*Trevean,* Canadian Government Merchant Marine, Ltd., and British India Steam Navigation Company, Ltd., joint service, about January 20.

**These sailings are not complete, but are compiled from lists of prospective sailings supplied by shipping companies.*

To AUSTRALIA AND NEW ZEALAND.—*Waimate*, New Zealand Shipping Co., about January 15; *Canadian Planter*, Canadian Government Merchant Marine, Ltd., about January 29; *Tainui*, New Zealand Shipping Co., about February 15.

To EASTERN AND FAR EASTERN PORTS.—*Swazi*, Ellerman-Bucknalls, about December 30; *Holliston*, Houston Lines, about January 30.

To SOUTH AFRICA.—*Pantas*, Elder-Dempster & Co., about December 30.

From Halifax

To PLYMOUTH, CHERBOURG, AND HAMBURG.—*Saxonia*, Cunard Line, about January 14.

To ST. JOHN'S, NEWFOUNDLAND.—*Canadian Sapper*, Canadian Government Merchant Marine, Ltd., about January 7.

To NASSAU, BAHAMAS, KINGSTON, JAMAICA, AND BELIZE, BRITISH HONDURAS.—*Canadian Fisher*, Canadian Government Merchant Marine, Ltd., about January 13.

To BRITISH WEST INDIES.—*Chignecto*, Royal Mail Steam Packet Company, about December 24.

To CARDIFF AND SWANSEA.—*Canadian Squatter*, Canadian Government Merchant Marine, Ltd., about January 14.

To RIO DE JANEIRO, SANTOS, BRAZIL, MONTEVIDEO AND BUENOS AIRES SERVICE.—*Canadian Spinner*, Canadian Government Merchant Marine, Ltd., about January 20.

To LIVERPOOL.—*Canadian Hunter*, Canadian Government Merchant Marine, Ltd., about December 22; *Digby*, Furness, Withy & Co., about December 31 (via Newfoundland); *Canadian Aviator*, Canadian Government Merchant Marine, Ltd., about January 9; *Canada*, White Star-Dominion Line, about January 22; *Saturnia*, Anchor-Donaldson Line, about February 3.

To MANCHESTER.—*Manchester Corporation*, Manchester Liners, about December 16.

To GLASGOW.—*Canadian Aviator*, Canadian Government Merchant Marine, Ltd., about January 9.

To BARBADOS, TRINIDAD, AND DEMERARA.—*Canadian Farmer*, Canadian Government Merchant Marine, Ltd., about January 12.

To HAMBURG AND DANTZIG (direct).—*Gothland*, Red Star Line, about January 14.

From Vancouver, B.C.

To AUSTRALIA AND NEW ZEALAND.—*Niagara*, Canadian-Australasian Royal Mail Line, about January 12; *Wairuna*, Canadian-Australasian Royal Mail Line, middle January.

To YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, MANILA, AND HONG KONG.—*Empress of Russia*, C.P.O.S. Line, about January 13; *Empress of Asia*, C.P.O.S. Line, about February 10.

To YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, AND HONG KONG.—*Monteagle*, C.P.O.S. Line, about February 1.

To YOKOHAMA, MOJI, AND HONG KONG.—*Methven*, C.P.O.S. Line, about January 23.

To YOKOHAMA, KOBE, HONG KONG AND MANILA.—*Talthybius*, Blue Funnel Line, about January 8.

To KARATSU, SHANGHAI, HONG KONG AND SINGAPORE.—*Melville Dollar*, Dollar Line, about January 27; *Harold Dollar*, Dollar Line, about February 8.

COMMERCIAL INTELLIGENCE SERVICE.

Canadian Trade Commissioners and Commercial Agents should be kept supplied with catalogues, price lists, discount rates, etc., and the names and addresses of trade representatives by Canadian exporters. Catalogues should state whether prices are at factory point, f.o.b. at port of shipment, or which is preferable, c.i.f. at foreign port.

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. H. Ross, Canadian Gevernment Trade Commissioner, address for letters—Box 140 G.P.O., Melbourne, Office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Belgium.

A. Stuart Bleakney, Canadian Government Trade Commissioner, 1 Rue de Florence, Brussels. *Cable Address, Canadian.*

Brazil.

Ernest Leonard McColl, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 2164, Rio de Janeiro; office, Rut Goncalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13 Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

H. A. Chisholm, Canadian Government Trade Commissioner, 501 and 502, Teniente Rey 11, Havana. Casa de Corres—Apartado 1290. *Cable Address, Cantracom.*

France.

Hercule Barré, Canadian Government Trade Commissioner, 17 and 19 Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

George E. Shortt, Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam. *Cable Address, Watermill.*

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, Via Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; office 50-B Main street, Yokohama. *Cable Address, Canadian.*

Newfoundland.

W. B. Nicholson, Canadian Government Trade Commissioner, Bank of Montreal Building, Water street, St. John's. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs street, Auckland. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Westminister House, Adderly street, Cape Town. *Cable Address, Cantracom.*

South Eastern Europe.

L. D. Wilgress, Canadian Government Trade Commissioner, c/o Canadian Government Trade Commissioner, Via Carlo Cattaneo 2, Milan. *Cable Address, Care Canadian, Milan.*

United Kingdom.

Harrison Watson, Canadian Government Trade Commissioner, 73 Basinghall street, London, E. C. 2, England. *Cable Address, Sleighing, London.*

J. E. Ray, Canadian Government Trade Commissioner, 4 St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Bldgs, 31 North John street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare street, Bristol. *Cable Address, Canadian.*

G. B. Johnson, Canadian Government Trade Commissioner, 87 Union street, Glasgow, Scotland. *Cable Address, Cantracom.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

CANADIAN HIGH COMMISSIONER'S OFFICE.

United Kingdom.

W. L. Griffith, Secretary, 19 Victoria Street, London, S.W., England. *Cable Address Dominion, London.*

W. C. Noxon, Director, Overseas Trade Branch of the Department of Trade and Commerce, 1 Regent Street, S.W. 1, Eng. *Cable Address, Canmission.*

United States.

John A. Cooper, Director Dominion Bureau of Information, 1463 Broadway, New York City.

ENLARGED CANADIAN TRADE INTELLIGENCE.

Under the arrangement made by the Minister of Trade and Commerce with Sir Edward Grey in July, 1912, the Department is able to present the following list of the more important British Consulates whose officers have been instructed by the Foreign Office to answer inquiries from and give information to Canadians who wish to consult them in reference to trade matters.

Brazil:
Bahia, British Consul.
Rio de Janeiro, British Consul General.

Chile:
Valparaiso, British Consul General

Colombia:
Bogota, British Consul General.

Ecuador:
Quito, British Consul General.
Guayaquil, British Consul.

Egypt:
Alexandria, British Consul General.

France:
Havre, British Consul General.
Marseilles, British Consul General.

India:
Calcutta. Director General of Commercial Intelligence.

Italy:
Genoa, British Consul General.
Milan, British Consul.

Mexico:
Mexico, British Consul General.

Netherlands:
Amsterdam, British Consul.

Panama:
Colon, British Consul.
Panama, British Vice-Consul.

Peru:
Lima, British Vice-Consul.

Portugal:
Lisbon, British Consul.

Spain:
Barcelona, British Consul General.
Madrid, British Consul.

Sweden:
Stockholm, British Consul.

Switzerland:
Geneva, British Consul.

Uruguay:
Monte Video, British Vice-Consul.

Venezuela:
Caracas, British Vice-Consul.

BRITISH TRADE COMMISSIONERS IN CANADA.

Canadian importers and others desirous of obtaining information regarding the export trade of the United Kingdom and British manufacturers desirous of representation in Canada, are invited to communicate with the undermentioned:—

The Senior British Trade Commissioner in Canada and Newfoundland, 248 St. James Street, Montreal, Que.

The British Trade Commissioner (for Ontario), 257-260 Confederation Life Building, Toronto, Ont.

The British Trade Commissioner (for the Prairie Provinces and British Columbia), 610 Electric Railway Chambers, Winnipeg, Man.

BRITISH TRADE COMMISSIONERS SERVICE.

In connection with the British Trade Commissioners Service which is now being established in British possessions overseas the British Government has placed the services of the Trade Commissioners at the disposal of Canada especially in those overseas British possessions where Canada has no representatives of its own. The address of the British Trade Commissioner for India and Ceylon is as follows: H.M. Trade Commissioner: Post Office Box 683, Calcutta, for correspondence: Office address, Allahabad Bank Building, 6 Royal Exchange Place, Calcutta: that of the Commissioner for the Straits Settlements is: Mr. A. F. G. Anderson, H.M. Trade Commissioner, Signapore, Straits Settlements.

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